The Hong Kong Daily Press.

No. 6197 第六千壹百九十七號 光緒丁丑年九月初二日 HONGKONG, MONDAY, OCTOBER 8TH, 1877. 禮拜一 英十月八號 香港 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

October 6, CHOCOLA, British bark, 284, H. Kennett, Newchwang 17th September, Beans.—ROZARIO & Co.

October 6, THE MURRAY, British ship, 903, W. H. Mitchell, Newcastle, N.S.W., 19th August, Coals.—JARDINE, MATHESON & Co.

October 6, GARMOUTH, Brit. 3-m. sch., 199, McPherson, Whampoa 4th October.—MEYER & Co.

October 6, FLODDEN, British bark, 337, D. Fraser, Whampoa 4th Oct.—CHINESE.

October 6, ARGYLL, Brit. str., 1,270, Scott, Calcutta 21st Sept., Penang 27th, and Singapore 30th, General.—JARDINE, MATHESON & Co.

October 6, HOLYROOD, British str., 383, H. Morcton, Hoihow 4th October, General.—RUSSELL & Co.

October 7, MACTAN, Spanish str., 312, A. Erquiaga, Manila 4th October, General.—A. MACG. HEATON.

October 7, NAMOA, British str., 862, J. E. Punchard, Foochow 4th Sept., Amoy 5th, and Swatow 6th, General.—D. LAPRAIK & Co.

October 7, JAPAN, British str., 1,865, H. de Smidt, Calcutta 20th Sept., Penang 26th, and Singapore 30th, General.—D. SASSOON, SONS & Co.

October 7, BELLONA, German str., 789, F. Ahrens, Saigon 1st October, Rice.—WM. PUSTAU & Co.

October 7, FERNTOWER, Brit. str., 700, Von Bargew, Saigon 1st October, Rice.—CHINESE.

October 7, NINGPO, British steamer, 876, E. Cass, Shanghai 4th October, General.—SIEMSSEN & Co.

October 7, THORKILD, German brig, 155, H. Boade, Newchwang 21st Sept., Beans.—ARNHOLD, KARBERG & Co.

October 7, DALE, British str., 644, James Thompson, Bangkok 28th Sept., General.—YUEN FAT HONG.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 6TH.

Douglas, British steamer, for East Coast.
Deucalion, British steamer, for Shanghai.
Esmeralda, British steamer, for Manila.
Charon Battana, Siam. ship, for Bangkok.
Holyrood, British steamer, for Hoihow.

DEPARTURES.

October 6, AMOY, British str., for Shanghai.
October 6, YUNG-CHING, Chinese str., for Shanghai.
October 7, DOUGLAS, British str., for East Coast.
October 7, MALACCA, British str., for Yokohama.
October 7, DEUCALION, British steamer, for Shanghai.
October 7, NIZAM, British str., for Shanghai.
October 7, ESMERALDA, British steamer, for Manila.
October 7, NINGPO, British str., for Canton.

PASSENGERS.

ARRIVED.

Per *Namoa*, str., from East Coast:—
Messrs. Patterson, Smith, Rogge, 2 Europeans, deck, and 234 Chinese.

Per *Mactan*, str., from Manila:—
3 Spaniards and 23 Chinese.

Per *Argyll*, str., from Calcutta, &c.:—
396 Chinese.

Per *Holyrood*, str., from Hoihow:—
65 Chinese.

Per *Japan*, str., from Calcutta, &c.:—
Messrs. E. Bermner and A. S. Phillips, and 275 Chinese.

Per *Bellona*, str., from Saigon:—
36 Chinese.

Per *Dale*, str., from Bangkok:—
25 Chinese.

Per *Ningpo*, str., from Shanghai:—
Mr. Halcot and 61 Chinese.

DEPARTED.

Per *Deucalion*, str., for Shanghai:—
For Shanghai—Dr. and Mrs. Dudgeon and family, and Rev. J. and Robinson, and 10 Chinese.

Per *Amoy*, str., for Shanghai:—
Mrs. Brown and Mr. Wm. Schiever.

Per *Douglas*, str., for East Coast:—
150 Chinese.

Per *Esmeralda*, str., for Manila:—
1 Cabin and 185 Chinese.

TO DEPART.

Per *Holyrood*, str., for Hoihow:—
6 Chinese.

REPORTS.

The German bark *Thorkild* reports left Newchwang on 21st September, and had fine weather throughout.

The British steamship *Mactan* reports left Manila on 4th October, and had moderate N.E. monsoon and cloudy weather.

The German steamship *Bellona* reports left Saigon on 1st October, and had fine weather the first part, and the latter part Northerly winds and thick weather.

The British steamship *Dale* reports left Bangkok on 28th September. The first part had light variable airs, and the latter part fresh breeze from the N.E. and a moderate sea.

The British steamship *Ningpo* reports left Shanghai on 4th October, and had light variable winds and fine weather to Tung-ying; since when strong N.E. winds and cloudy weather with occasional showers of rain.

The British steamship *Ferntower* reports left Saigon on 1st October, and had light Northerly winds and smooth water the first part, then strong N.E. winds and heavy sea with rain and thick weather the latter part.

The British steamship *Argyll* reports left Calcutta on 21st September, Penang on the 27th, and Singapore on the 30th, and had light winds to lat. 19 N., then strong winds from the N. and squally weather to port.

The British bark *Chocola* reports left Newchwang on 17th September. The first week out light weather from the S.E. From Shantung Promontory to port light winds from the North and N.N.E.

The British steamship *Holyrood* reports left Hoihow on 4th October at noon, and had strong N.E. monsoon and throughout the passage, experienced a heavy head sea and cloudy weather. In Hoihow was the steamship *Aloay*.

The British steamship *Japan* reports left Calcutta on 20th September; arrived at Penang on the 26th, and left again on the 27th; arrived at Singapore on the 29th, and left again on the 30th. After leaving Singapore experienced variable airs and calms to lat. 19.29 N.; from thence to arrival strong N.E. monsoon and heavy sea, with thick, rainy weather.

The British steamship *Namoa* reports left Foochow on 4th October, Amoy on the 5th, and Swatow on the 6th, and experienced moderate N. Easterly winds and fine weather during first part of the passage; the latter part thick weather and drizzling rain. In Foochow, the strs. *Juan* and *Europe*, and H.M.S. *Magpie*. In Amoy, steamship *Yesso* and *Loudoun Castle*, and H.M. ships *Hornet* and *Curlew*, and the *Vigilant* arrived on the evening of the 5th instant. In Swatow, the steamships *Cassandra*, *Spartan*, and *Tientsin*.

AUCTION SALES TO-DAY.

None.

NOTICES OF FIRMS.

NOTICE.

WE have been appointed AGENTS for the GERMANIC LLOYD, GERMAN AND INTERNATIONAL SOCIETY FOR THE CLASSIFICATION OF SHIPS.

MELCHERS & Co.
Hongkong, 11th September, 1877. [1m1389

NOTICE.

ON the FIRST NOVEMBER, I purpose establishing myself in FOOCHOW as an EXCHANGE and GENERAL BROKER, COMMISSION AGENT, and PUBLIC ACCOUNTANT.

C. D. WEEKS.
Foochow, September, 1877. [1410

NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co.
Hongkong, 22nd September, 1877. [1451

NOTICE.

THE INTEREST and RESPONSIBILITY of CHARLES AUGUSTUS WILD, EDMUND HENRY LAVERS, HUGH FRANCIS RAMSAY, and FRANCIS GILMAN in our Firm at Hongkong and Foochow, CEASED on the 30th April, 1877.

The Firm now consists of WILLIAM STEWART YOUNG and EDWARD TOBIN.

GILMAN & Co.
Hongkong and Foochow,
22nd September, 1877. [1m1452

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. F. RAPP in our Firm CEASED from This Day.

F. BLACKHEAD & Co.
Hongkong, 1st October, 1877. [1m1488

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG are authorized to SIGN the NAME of our FIRM per procuration at FOOCHOW, and Mr. F. F. ELLWELL at AMOY.

RUSSELL & Co.
China, 1st June, 1877. [6m867

NOTICE.

I HAVE This Day established myself at the Ports of TAKOW and TAIWANFOO, Formosa, as GENERAL MERCHANT and COMMISSION AGENT, under the Style or Firm of "JULIUS MANNICH & Co."

JULIUS MANNICH.
Takow, Formosa, 1st October, 1877. [1m1480

NOTICE.

MR. EDWARD BURNIE will conduct the BUSINESS of my Office, during my temporary absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices and Lloyds',
Register of Shipping.
2, Club Chambers,
Hongkong, 19th March, 1877. [8m485

NOTICE.

THE INTEREST and RESPONSIBILITY of the Undersigned in the Firm of Messrs. BROWN & Co., of Amoy, CEASED on the 31st December, 1873.

DUNCAN DAVIDSON.
Amoy, 24th September, 1877. [1m1465

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ......5,000,000 of Dollars.
RESERVE FUND ......650,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
E. R. Belilios, Esq. | A. McIver, Esq.
W. H. Forbes, Esq. | Wilhelm Reiners, Esq.
Hon. W. Keswick. | Ed. Tobin, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.,
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 per cent. per annum.
For 6 months 4 per cent. per annum.
For 12 months 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
16] Hongkong, 16th August, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL ......£800,000.
RESERVE FUND......£110,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application. [904

"JAPAN GAZETTE."

YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.

Hongkong Daily Press Office.
Hongkong, 23rd May, 1877. [809

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [64

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of Premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risks to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.
Hongkong, 1st July, 1874. [78

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.
Hongkong, 17th April, 1873. [80

TO BE LET.

TO LET,
With Possession 1st September,

HOUSES, Nos. 4 and 5, PECHILI TERRACE, Elgin Street.

Apply to
LANE, CRAWFORD & Co.
Hongkong, 31st July, 1877. [tf1181

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchi.

Apply to
OLYPHANT & Co.
Hongkong, 1st March, 1877. [tf28

TO LET.

HOUSE No. 5, WEST TERRACE.

Apply to
T. ALGAR,
House and Estate Agent,
N. 9, Hollywood Road.
Hongkong, 4th October, 1877. [1495

TO LET.

THE DWELLING HOUSE at WEST POINT, known as "Shirley House," now in the occupation of HERBERT COPE, Esq.

Also,

The THREE LARGE HOUSES (recently thoroughly repaired) known as FLETCHER'S BUILDINGS, adjoining the Control Department. They may be occupied as entire Dwellings or in Flats, and would be suitable for a Mess or Boarding Establishment.

SPACIOUS GRANITE AND COAL GODOWNS, connected with the above, fronting the Harbour and Queen's Road. Stabling.

Apply to
SHARP, TOLLER, AND JOHNSON,
Solicitors.
Supreme Court House,
Hongkong, 17th September, 1877. [665

TO LET.

THE DWELLING HOUSE & OFFICES, No. 1, D'AGUILAR STREET, lately in the occupation of Messrs. DOUGLAS LAPRAIK & Co.

The DWELLING HOUSE No. 10, GOUGH STREET.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 10th July, 1877. [798

TO LET.

ROOMS in PREMISES, 20, PRAYA CENTRAL, suitable for Offices or Private Dwelling.

Apply to JUSTUS LEMBKE & Co.
Hongkong, 2nd October, 1877. [tf1487

TO LET.

HOUSE, No. 10, ALBANY ROAD, lately occupied by the Rev. R. H. KIDD.

"BISNEE VILLA," POKFOOLUM, Furnished.

Nos. 8 and 9, PEDDAR'S HILL.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 29th August, 1877. [30

TO LET.

NO. 3, LOWER MOSQUE TERRACE.
Possession from the 1st November next.

Apply to
SHARP, TOLLER, AND JOHNSON.
Hongkong, 21st September, 1877. [1480

TO LET.

THE DWELLING HOUSE in CAINE ROAD, at present in the occupation of H. DE POUEY, Esq. Possession from 1st November next.

Apply to
JOHN JACK,
East Point.
Hongkong, 6th September, 1877. [1357

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.
Agents.
Hongkong, 27th June, 1872. [67

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.
Hongkong, 4th October, 1876. [79

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

NORTON & Co.,
Agents.
Hongkong, January, 1876. [68

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [77

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co.,
Agents.
Hongkong, 7th July, 1874. [76

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned, having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [73

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1874. [69

AUCTIONS.

SPANISH CONSULATE.

NO acceptable offers having been received at the First Auction of the Spanish War Vessels

"BERENGUELA" AND "CIRCE"

(declared by the Government "useless for further service"),

a Second PUBLIC AUCTION of these Vessels will take place, at the OFFICES of the MARINE DEPARTMENT, MANILA, on the 17th October, 1877, at 10 o'clock A.M., under the same Conditions as before, namely:—

The Upset Prices of the Vessels will be, for the

Frigate "BERENGUELA" $20,926.98
Corvette "CIRCE" $5,278.27

and no offer will be received which does not exceed these amounts.

Inventory, Form of Tender, and all other Particulars respecting the above can be obtained at the Offices of this Consulate.

A. FARAUDO,
Consul for Spain.
Hongkong, 24th September, 1877. [1453

FOR SALE
BY
PUBLIC AUCTION,
1ST NOVEMBER, 1877,

THE SCREW STEAMER "HWAI YUEN" (Late "GALABAR.")

This Steamer was built on the Clyde in 1864.

Length	ft. 260⅞
Beam	ft. 31.4
Depth	ft. 19.2
Gross Tonnage	Tons 1,121.61
Register Tonnage	Tons 762.69
Horse Power	250

The Sale will take place in the Port of Shanghai.

Shanghai, 19th September, 1877. [1482

NOTICE.

EXTRACT FROM
HONGKONG GOVERNMENT GAZETTE,
14th November, 1874.

No. 186.—GOVERNMENT NOTIFICATION.

NOTICE is hereby given, that Messrs. HUBBUCK and SON, of 24, Lime Street, London, have complied with the requirements of Ordinance No. 16 of 1873 for the REGISTRATION in this Colony of their TRADE MARK as applied to WHITE LEAD, PAINTERS' COLOURS, OIL, and VARNISH, and that the same has been duly registered. By command,

(Signed) J. GARDINER AUSTIN,
Colonial Secretary.

Messrs. HUBBUCK and SON'S GENUINE GOODS are always kept in Stock by their Agents,

LANE, CRAWFORD & Co.
Hongkong, 18th May, 1877. [770

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."

$19	per case of 2 dozen pints.
$18	per case of 1 dozen quarts.

CHATEAU LEOVILLE POYFERRE, 1869. "VIN DES PRINCES."

$18	per case of 1 dozen quarts.

PALMER MARGAUX.

$7	per case of 1 dozen quarts.
$8	per case of 2 dozen pints.

CHATEAU BELAIR.

$7	per case of 1 dozen quarts.

LORMONT.

$5	per case of 1 dozen quarts.
$6	per case of 2 dozen pints.

SIEMSSEN & Co.
Hongkong, 1st May, 1876. [52

A PONG AND CO.,
PHOTOGRAPHERS,
31, QUEEN'S ROAD CENTRAL,
OPPOSITE SAYLE & CO.'S.

This Establishment has always on hand a large Stock of Views of Hongkong, Canton, and Macao, and their Environs of a SUPERIOR KIND at MODERATE PRICES.

The Proprietors, who are prepared to take Photographs of every description, any size, and execute all kinds of out-door work, guarantee the perfection of Photography.

Note the address:
31, QUEEN'S ROAD CENTRAL.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contribution for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st August, 1877. [3m1203

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st August, 1877. [3m1186

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [66

NOTICE.

THE Undersigned has been appointed AGENT at THIS PORT for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.
Hongkong, 6th June, 1877. [tf81

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1872. [68

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [71

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.

Attention is invited to a considerable reduction in Premia for LIFE INSURANCE in China.

A. MACG. HEATON.
Hongkong, 27th September, 1875. [75

INTIMATIONS.

SAYLE AND CO.

Having completed arrangements for AUTUMN AND WINTER TRADE, we beg to inform our Customers and the Public that we are showing an ENTIRELY NEW and MOST EXTENSIVE STOCK.

We have recently added to our Premises a NEW MILLINERY SHOW-ROOM, in which is displayed every leading NOVELTY.

Owing to the serious depression in the Home Markets we have bought, for Cash, an immense Stock of Silks on most advantageous terms; we are now offering SILKS at much LOWER PRICES than usual.

BLACK SILKS,
Wear Guaranteed, from 65 Cents per Yard.
COLOURED SILKS,
every New Shade.
FANCY SILKS,
STRIPES and CHECKS.
JAPANESE POPLINS,
from 20 Cents per Yard.
TRIMMING SILKS AND SATINS.
BRIDAL SILKS.
BRIDAL SATINS.
BLACK & COLOURED SILK VELVETS,
unusually Cheap.
BLACK AND COLOURED VELVETEENS.
A very large Stock of various
WINTER DRESS GOODS,
certainly the Best and Cheapest Goods ever introduced.
All the New and Useful Colours in
ALL WOOL SERGES.
BLACK AND COLOURED FRENCH CASHMERES AND MERINOS.
ALL WOOL SCOTCH PLAIDS,
Single and Double Width.

Our Dress Department is better assorted, and Prices are lower than at any time in the past.

LADIES' and CHILDREN'S CLOTH and other Seasonable JACKETS and MANTLES. GREAT NOVELTIES are shown in this Department.

SEALSKIN JACKETS, MUFFS & BOAS.
Various FASHIONABLE FUR TRIMMINGS.
SWANSDOWN MUFFS, CAPES, AND BOAS.
WOOL SHAWLS, "The Excelsior," of Superior Quality and Great Warmth, at $3.50 each.
KNITTED WOOL SHAWLS, CAPES, SCARVES, AND CLOUDS.
WINTER SKIRTS,
Better and Cheaper than ever.
Specialities in LADIES' HOSE.
CHILDREN'S SOCKS.
Elegant Designs in COLLARS and CUFFS.
NEW RIBBONS, FEATHERS, FLOWERS, LACES.
TRIMMED AND UNTRIMMED STRAW AND FELT HATS AND BONNETS.
1, 2, AND 4 BUTTONED KID GLOVES,
all Sizes and Colours.
DRESSMAKING!
Special attention is given to this Department, Charges are moderate, and fit Excellent.
MILLINERY BY SUPERIOR HANDS.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

FOR SALE.

A POWERFUL STEAM LAUNDRY.
For Particulars, apply to
J. M. ARMSTRONG.
Hongkong, 3rd September, 1877. [tf1337

FOR SALE.

THE CUTTER YACHT "WAVE," as she now lies at East Point, with SPARS, SAILS, &c., complete.

Apply to L. L. BUSH.
Hongkong, 29th August, 1877. [tf1318

G. FALCONER AND CO.,
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL.

FOR SALE.

DOUBLE-BARREL GUNS, CENTRAL and PIN-FIRE, with Cartridges, Cartridge Cases, Wadding, Shot, &c. Also RIFLES and REVOLVERS.

Apply to J. F. SCHEFFER,
54, Praya Central.
Hongkong, 18th September, 1877. [1419

KEATING'S BON-BONS, OR WORM TABLETS,

a PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [36i1358

CORPORATE & REGISTERED
TRADE C.J MARK.

CHRISTOPHER JOHNSON AND CO.,
WESTERN WORKS,
SHEFFIELD,
Manufacturers of the highest class
ENGINEER'S CAST STEEL FILES,
TOOLS, CUTLERY, &c.

SOLE AGENTS FOR HONGKONG AND CHINA,
HARRIS, GOODWIN AND Co.,
HONGKONG and SHANGHAI,
who will always carry a large Stock of Files, Cutlery, and other Goods. [3m1348

FOR SALE.

COTTAGE PIANOS.

Apply to
SIEMSSEN & Co.
Hongkong, 31st May, 1877. [tf854

W. CRAWFORD AND CO.,
57, CARTER LANE, ST. PAUL'S,
LONDON, E.C.,

Beg to state that they are open for any Commercial Transactions, as to Consignments, for Granting Drafts, and presenting Commercial Bills for Acceptance and Payment. For Buying English Goods at a very Small Commission, and forwarding Goods to any place in England or the Continent.

We beg to draw your attention to a very important English Invention we have on hand, viz.:

WOOLLEN BLANKETS OR COVERINGS, OF LARGE SIZES, COMBINED WITH AN AIR PILLOW.

It will be found most necessary and useful for Military Men, Travellers, Invalids, for use in Hospitals, &c., &c., possessing amongst others the following advantages:—It is the finest substitute for a Bed. The Pillow can be raised or lowered at any time with the greatest ease. It will pack up in a very small compass, and can be carried about without any inconvenience.

PRICE FROM 15S. TO 35S EACH.

When ordering the above article, please remit the amount of your order to

6m1176] W. CRAWFORD AND Co.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1876.

PRICE TEN DOLLARS.

Apply at the *Daily Press* Office.
Hongkong, February, 1877.

INTIMATIONS.

FOR MANILA, VIA AMOY.

THE Steamship
"MACTAN"
will be despatched as above TO-MORROW, the 9th instant, at Noon.

For Freight or Passage, apply to
A. MACG. HEATON,
Agent.
Hongkong, 8th October, 1877. [1505

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"NAMOA,"
Captain Punchard, will be despatched for the above Ports on WEDNESDAY, the 10th inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 8th October, 1877. [1506

FOR NEW YORK.

THE A 1 British Barque
"CHINAMAN,"
Captain A. MacKenzie, will load here and have quick despatch for the above Port.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 6th October, 1877. [1504

NOTICE.

WE have opened a BRANCH of our Establishment at HAIPHONG, Tonquin.

Mr. L. JUEDELL is authorized to SIGN our Firm per Procuration.

HEETON, EBELL & Co.
Swatow-Hoihow, 1st October, 1877. [3m1508

CANTON INSURANCE OFFICE.

NOTICE is hereby given, that the ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Office will be held at the Office of the Undersigned, No. 7, QUEEN'S ROAD, TO-MORROW, the 9th inst., at 3 P.M.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office.
Hongkong, 2nd October, 1877. [1491

PROFESSIONAL NOTICE.

MR. F. PANIZZA,
PROFESSOR OF MUSIC,
gives LESSONS both in SINGING and on the PIANOFORTE.

PIANOS TUNED.

For the approaching Winter Season Mr. PANIZZA likewise begs to offer his Professional Services to attend Dinner and Evening Parties.

Orders addressed care of Messrs. KRUSE & Co. will meet with prompt attention.

Hongkong, 4th October, 1877. [1497

WANTED to RENT, a HOUSE on SHAMEEN, Canton. Apply to "Foreign Hong," care of Office of this Paper.

Hongkong, 5th October, 1877. [1w1500

MANILA.

THE Undersigned has This Day OPENED at this Port a BUSINESS, consisting of HOTEL, SHIP-CHANDLERY, and GENERAL STOREKEEPER, situated on the MOLE, facing the Bay.

Fresh Provisions and Water supplied on the SHORTEST NOTICE.

EDWARD VERRIL.
Manila, September 12th, 1877.

HOTEL DE L'EUROPE,
MANILA,

On the MOLE, near the Harbour Master's Office, and within Ten Minutes' walk of the Merchants' Offices.

TABLE D'HOTE, BATHS, BILLIARDS, &c.

EDWARD VERRIL,
1441] Proprietor.

HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the SECRETARY of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, 15th September, 1877. [1421

DENTAL NOTICE.

DR. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'UNIVERS.

Office hours, 8 to 12 Noon and 2 to 4 P.M.
Hongkong, 22nd September, 1877. [1446

DENTAL NOTICE.

DR. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving Hongkong about the 15th of September.

Hongkong, 7th August, 1877. [61.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.

TIFFIN at ONE. DINNER at HALF-PAST SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

CHINA OVERLAND TRADE REPORT,
the
COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the

LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

Hongkong, 3rd October, 1877.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "DEUCALION" are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th October, 1877.

Goods undelivered after the 12th October, 1877, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th October, 1877. [1481

FROM LONDON AND SINGAPORE.

THE Steamship
"GLENEARN"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Yokohama unless notice to the contrary is given before 1 P.M. TO-DAY.

Cargo remaining undelivered after the 7th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 1st October, 1877. [1w1485

INTIMATIONS.

THEATRE ROYAL,
CITY HALL, HONGKONG.

POSITIVELY FOUR NIGHTS ONLY.

COMMENCING ON
THURSDAY EVENING,
October 11th, 1877.

THE FAMOUS
ROYAL ILLUSIONISTS,
from
ENGLAND'S HOME OF MYSTERY, THE EGYPTAIN HALL, London;
where their unparalleled Entainments were presented nightly to crowded audiences for over two years.

LING LOOK,
KELLAR,
YAMADEVA,—

In their UNIQUE and STARTLING WONDERS.

Their
PROFOUNDLY MYSTERIOUS SEANCES
have been given in the presence of the CROWNED HEADS and NOBILITY of EUROPE, and before
VAST and INTELLIGENT ASSEMBLAGES
throughout the civilized world,
Astonishing and Confounding the Wisest of all Countries.

PROGRAMME.

PART I.
"AN HOUR IN DREAMLAND WITH KELLAR."

INTERMISSION OF TEN MINUTES.

PART II.
"THE WONDERFUL CABINET SEANCE."
KELLAR, assisted by LING LOOK.

PART III.
YAMADEVA IN HIS BEAUTIFUL ACT,
Entitled
"THE MAN SERPENT."

INTERMISSION OF TEN MINUTES.

PART IV.
"LA SCENA INFERNALE,"
by the Inimitable LING LOOK.

ADMISSION......$2.00
To all Parts of the House.

Seats can now be secured at Messrs. LANE, CRAWFORD & CO.'S, where Plan of the Hall can be seen.

Doors open at 8.30; Commence at 9 o'clock sharp.

Hongkong, 4th October, 1877. [1494

FOR SYDNEY AND MELBOURNE.

THE Portuguese Ship
"ALVA,"
Captain Souza, will load here for the above Ports, and will have quick despatch.

For Freight or Passage, apply to
HOP KEE & Co.
Hongkong, 8th October, 1877. [1507

NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ARGYLL",
having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.
Hongkong, 8th October, 1877. [1509

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE British Steamship
"JAPAN"
Captain H. de Smidt, having arrived from the above Ports, Consignees are hereby informed that the General Cargo will be landed by and into the Godowns of the Undersigned at Wanchai, whence delivery can be obtained on and after the 9th instant.

Goods remaining in store after the 15th instant will be subject to rent.

Consignees of Opium are requested to take delivery from the Boats alongside the Ice House-street Wharf, otherwise the Drug will be stored by the Undersigned at Consignees' risk, unprotected by Fire Insurance.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 8th October, 1877. [6d1510

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"EGERIA,"
Paulsen, Master, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned and stored in their Godowns, whence or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Shanghai unless notice to the contrary is given before 3 P.M. TO-DAY.

Cargo remaining undelivered after the 7th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SIEMSSEN & Co.,
Agents.
Hongkong, 1st October, 1877. [1w1486

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUEY,
Agent.

Ex "YANGTSE," 18th September, 1877.
SP, 148 bags Stone, from Madras.
Ex "AVA," 30th September, 1877.
WWC (in heart), Nos. 21/40, 20 cases Merchandise.
MFAC (in diamond) T, Nos. 1/10, 10 cases Merchandise.
RHH, 1 case Merchandise.
FB&C (in diamond) T, 1 case Merchandise.
Hongkong, 8th October, 1877.

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

BIRTHS.

On the 21st August, at Havre, the wife of LEOPOLD KAHN, of Paris, of a Son.

On the 27th August, at Lindon House, Grays, Essex, the wife of HERBERT C. BORRADAILE, of a Daughter.

MARRIAGE.

On the 11th August, at Lewisham parish church, Kent, JAMES POWRIE, of Shanghai, to ADELAIDE CAROLINE WHEELOCK, of London.

DEATH.

On the 18th August, at sea, on board the P. and O. steamship *Cathay*, on his passage home from Hongkong, FRANCIS, youngest son of the late Andrew Scott, Writer to the Signet, Edinburgh, aged 23 years.

The Daily Press.

HONGKONG, OCTOBER 8TH, 1877.

THE question of Chinese immigration into Australia has recently provoked a good deal of discussion in the London Press. Nearly all the leading daily journals have written on the subject, and, while recognising the difficulties surrounding it, most of them join with us in deprecating any arbitrary measures for shutting the Chinese out of the Colonies altogether, as is desired by those most violently opposed to the immigration. Like us, they believe that the Chinese gold digger should be made to contribute something towards the revenue of the country from which he gains his wealth, but they do not approve of the idea of attempting to close the country against him. Not only would such a course, they argue, be unjust, but in Queensland it would also be highly impolitic. That Colony and the province at present known as the Northern Territory are both undeveloped countries with great and unknown possibilities before them. But their climate is too nearly tropical to admit of their development by Caucasian labour alone. The white man has never yet adapted himself to field labour under the burning rays of a tropical sun, and we doubt whether he will be able to do so in Queensland. Yet it is obvious that at no distant date the wealth of Queensland will no longer depend to any great extent upon her gold mines; it will be principally derived from her cotton, coffee, cocoa, tea, and indigo plantations. There are few products of the globe that cannot be raised in the soil and climate of Queensland, and it cannot be doubted that advantage will in time be taken of its wondrous capabilities. If, when that period arrives, the patient and plodding Chinaman has been excluded from the country by the restrictions placed upon him, his assistance in developing its great natural resources will be sorely missed. He is a born cultivator, and by his untiring industry and perseverance can make the most sterile soil yield a good return for his labour. When Nature has provided a generous soil he has no difficulty in making it bear most abundantly. Even now, according to a correspondent of *The Times*, the Chinese are the chief growers of vegetables not only in Queensland but in some of the northern and more remote districts of New South Wales. He says:—"Indeed, the inhabitants of the far inland townships of Cannonbar, in New South Wales, of the Mitchell, Tambo, Roma, and Blackall, in Queensland, would be without that great necessity in a hot climate, vegetables, were it not for the Chinese; who fence and cultivate in the vicinity of these and other towns a few acres of land. With each family they often contract to supply cabbages, potatoes, turnips, and other vegetables, all the year round, for a fixed sum." European gardeners are, it seems, unknown in Queensland, or at all events they find other occupations more lucrative, and hence some of the Chinese are really making themselves useful and necessary to the Caucasian community. Nor is to be supposed that the fact is unrecognised in Queensland. The Cooktown *Herald* strongly supports the Chinese immigration, and characterises the policy of the Legislature as suicidal and foolish in the extreme. For our part, while we should be extremely sorry to see the whole or any considerable portion of Australia overrun with Chinese, we think it unfair and unwise on the part of the European settlers to endeavour to drive them away. The Chinese may be dirty and objectionable in their habits, and they may be rather difficult to reform, but they are not likely, unless a great change passes over them, to become permanent settlers or to outnumber the Europeans. With the decline of the goldfields there will be a rapid diminution in their immigration, and by that time their value as auxiliaries in the task of developing the agricultural resources of the colony may be better appreciated.

WE have to acknowledge with thanks the receipt of a copy of the Immigration Ordinance just brought into force at Singapore. As will be noticed by the notifications published elsewhere, only a portion of it is brought into force, the penal clauses being as yet inoperative. This is, perhaps, wise, as no doubt the provisions of the Ordinance will be infringed in numerous cases, until masters of vessels and others concerned become thoroughly acquainted with its details. Upon the whole, the Ordinance seems fairly adapted to the end in view, though we should have preferred to learn that depôts were established solely under government management instead of, as we learn will be the case, allowing private coolie importers to open them under government supervision. However, the great point to be first aimed at is to break up the system which has hitherto obtained, of allowing irresponsible consignees to detain immigrants, unable to pay their passage money, for indefinite periods in filthy and unhealthy dens, and this the Ordinance, if properly carried out, will effect.

From all we can learn, the measures recently adopted at Singapore of establishing a Chinese Protectorate bid fair to be successful in two important particulars—that of suppressing immigration and emigration abuses, and checking the powers hitherto wielded by the heads of the Secret Societies; and if either object only were effected the new department would be worth its cost. As regards immigration, we shall doubtless hear from our seafaring friends how the new regulations work, and we have some confidence in the tact and experience of those appointed to carry them out, which will not, we trust, prove misplaced.

The maximum temperature at the Peak during the past week, as recorded in Saturday's *Gazette*, was 74.0, the minimum 67.0; at the Harbour Master's Office, Praya West, the maximum was 83.0 and the minimum 72.0. No rain fell during the week.

The Acting Collector of Stamp Revenue states that the total revenue collected during the past month was $10,001.42. The amount collected this year up to the 30th ultimo was $88,246.88 as compared with $78,045.51 collected in the corresponding nine months of 1876, showing a net increase of revenue to the amount of $10,201.37.

We are informed that the forthcoming regatta has been fixed for the 21st and 22nd December next, which dates fall on the Friday and Saturday before Christmas, and that the arrangements—so far as they can be at the present time—are complete. The subscription this year has been reduced to five dollars.

From the mission intelligence of the *Catholic Register* we take the following:—One of the Missionaries in this distant province (Thibet) writing to Father Dejean says:—We consider the proposed passage of the English explorers from India into Thibet fraught with danger. The rumour of it has created the greatest excitement here in L'hassa. Orders have been issued to stop all foreigners at the frontier, and that if any pass by force all supplies are to be refused them, bridges cut down in front of them and every obstacle thrown in their way. The Lamas are the greatest opponents of all intercourse with foreigners.

The *Catholic Register* says:—We regret to say that, from the correspondence before us it seems clear that the infamous practice of carrying off Annamite girls by force or fraud from their native country and selling them in Chinese Territory into domestic slavery, or, as is more frequently the case for immoral purposes, is again in full vigour. Over two years ago the Viceroy of Canton put down the traffic at Pak-hoi, degrading several mandarins of the prefecture of Lim-chow who had not only tolerated but favoured the trade. It has not shown its head there since, but at On Pon it is now again openly carried on. During the past year over 300 Annamite girls were there sold into slavery and among them were many Christians. The mandarin in authority openly favours the sales, receiving a fee on each girl, and recently he accepted two as a present. The subprefect of the town of Shek Sheng favours the mandarin at On Pon, so that the latter has no fear. On Pon is a port of some commercial importance situated on a small river which, rising in Kwang-si, flows through part of the prefecture of Ko Tchow and empties itself into the gulf of Tonkin at its North-Eastern extremity.

We take the subjoined items from the *London and China Express* of the 31st August:—

The Chinese labourers in Cuba have drawn up a memorial of their grievances, in which they complain of ill-usage on the part of their employers. We are informed that no official information has been received with regard to it at the Chinese Legation.

Dr. Charles Richard Alford, formerly Bishop of Victoria, Hongkong, has resigned the vicarage of Christ Church, Claughton, Birkenhead, to which he was appointed about three years ago. Dr. Alford is about to undertake for a time the management of the British Protestant church in Rome.

Captain Francis Durrant, R.N., who served as commander of the *Serapis* during the Indian tour of the Prince of Wales, has been selected by Vice-Admiral C. F. Hillyar, C.B., to serve as his flag-captain in the *Audacious*, on the China station. Paymaster R. W. Parish has been appointed Secretary to the new Commander.

Lieutenant W. P. Wright, R.M.L.I., has published an account of the cruise of the *Narcissus* with the Detached Squadron, in which a short description is given of the places visited by the squadron, and of all matters of interest which occurred during the cruise. A track-chart, by Mr. A. Harford, Midshipman, has assisted to make the work complete.

Very decisive precautionary measures are to be taken in regard to the French ship *Correze*, in which there has been a serious outbreak of cholera during her home passage from Saigon. As soon as she arrives in the Mediterranean she will be signalled to remain off the Hyeres Island; two ships will then be sent to take off her passengers and crew, who will go into quarantine; the *Correze* will then be sunk for a time, as will also the two other vessels employed to transport her crew and passengers to land.

Staff-Commander James Cooper Kerr, R.N., died on the 24th August, at the age of forty-nine. The deceased officer entered the navy in 1844, and was appointed a second master in 1850, master in 1856, and staff-commander in 1867. He served for several years in surveying duty in the *Pandora*, on the Australian station, and was master of the *Acteon* throughout the China war, from 1857 to 1860, including the operations in the Canton River, the expedition to the north, and the taking of the Taku Forts. During the past five years he had been employed in the surveying branch of the Admiralty.

The latest mail advices received home were:—Foochow July 10th, Manila 11th; Shanghai 15th, Hongkong 21st, Yokohama (*via* San Francisco) 25th, Batavia 26th, Singapore 28th, and Galle August 6th.—The P. and O. mail, from Yokohama 4th, Shanghai 8th, Hongkong 14th, Singapore 21st July, was received, *via* Brindisi, on the 25th August two days in advance of its due date; and the French mail, *via* Marseilles, with a week's later dates, came in on the 31st August, being three days early. Japan advices, *via* San Francisco, to the 25th July per Occidental and Oriental Company's steamer *Gaelic* reached London on the 28th August. The next inward (P. and O.) mail, which will bring dates, Yokohama 18th, Shanghai 22nd, Hongkong 28th, Singapore 5th August, was due, *via* Brindisi, on the 10th September.

"H.M." has written a letter to *The Times*, in which, referring to a statement in an extract from the *Celestial Empire*, regarding opium-smoking, to the effect that both the Chinese Minister and the Empress were "moderate indulgers in drug," he emphatically denies the truth of this assertion, so far as H.E. Kuo is concerned. He says that the whole life of Kuo Sung-tao disproves the accusation; for, unlike many of his countrymen who have contented themselves with writing essays on the immorality of opium-smoking, or with launching counterblasts against it after the manner of our own King James in the case of tobacco, he has gone to work, and, commencing at home by precept and example, extended his influence until, it is said, there was not an opium-smoker in the place where he lived. Further, on his appointment to the Court of St. James's, the greatest care was exercised by him in order to exclude the possibility of his staff containing a single individual addicted to the vice.

When Clarke, the traveller, asked, in Sweden, what became of woman who fell into the shaft of an iron mine that he visited—"Became of her?" said the man to whom he put the question, striking his hand forcibly upon his thigh, "she became a pancake!"

CRICKET.

THE FIRST TWELVE V. THE NEXT TWENTY-FOUR.

The Twenty-four, winning the toss, elected to act on the defensive, but it was soon apparent that a summer's inaction had had its usual effect, and they fell like leaves in autumn, or Russians in columns, before the fatal accuracy of Messrs. Travers and Darby. The fierce assaults of the one and the more insidious advances of the other, well backed up by the "Watchful Walker" at the wicket, were equally successful, and it was trying the Twenty-four very high to put them through the mill with such trial horses. The result of their effort was the somewhat small total of 69, which might, however, have been much larger had not the career of a gentleman as well known in the saddle as upon the greensward—been untimely cut short, his running substitute looking a slight turn of speed at the finish.

The Twelve then set to work and put on runs very rapidly, the bowling and fielding of the Twenty-four not being everything which might be desired, and Messrs. Walker, Saunders, Handley, and Darby soon gave them a taste of their quality; each scoring freely and well backed up by their companions, the side totalled 141. The bowling of Mr. Grant in this innings after lunch on Saturday was so excellent that his figures must be given:—11 overs, 4 maidens, 15 runs, 7 wickets.

With a heavy balance against them, the Twenty-four again batted; but again the fates were unpropitious, and a defeat in one innings seemed imminent when Mr. Heaton came to the rescue and his obstinate defence stayed the tide of battle; the second line of reserves too, headed by Mr. Rickard, here came into action, and a most opportune not-out innings by that gentleman brought the match to a conclusion in a draw, much in favour, however, of the Twelve.

The full score is given below:—

THE TWENTY-FOUR.—FIRST INNINGS.

Mr. Hynes, c Saunders, b Darby	11
Mr. McCallum, b A. K. Travers	4
Major Rooke, b A. K. Travers	2
Mr. D. B. Grant, b A. K. Travers	0
Captain Curtis, b Darby	0
Mr. Heaton, b Darby	0
Mr. Hughes, c and b A. K. Travers	2
Mr. Coxon, b Darby	0
Mr. R. F. Smith, c Tobin, b A. K. Travers	4
Mr. Wadehouse, c D. C. Travers, b Darby	3
Mr. Drought, st Walker, b Darby	1
Mr. W. Anton, b A. K. Travers	0
Mr. E. Blackwell, c Farmer, b A. K. Travers	7
Mr. Rickard, b Darby	0
Mr. J. T. Chater, st Walker, b Darby	0
Colonel Dickins, c A. K. Travers, b Darby	1
Mr. J. Jordan, c Taylor, b Darby	0
Mr. C. Kahn, c Saunders, b A. K. Travers	0
Mr. G. S. Yuill, c A. K. Travers, b Darby	4
Mr. A. B. Ridgeway, b Darby	4
Mr. C. C. Reddie, b Darby	11
Mr. Morgan, run out	0
Mr. G. W. Littleton, c D. C. Travers, b Darby	0
Mr. Morrison, not out	2
b 10, l b 2, n b 1	13
	69

THE TWELVE.

Mr. D. C. Travers, c Curtis, b D. H. Grant	4
Mr. H. H. Taylor, b Hynes	7
Mr. M. W. Saunders, l b w, b McCallum	21
Mr. W. F. Darby, c sub, b McCallum	19
Lieut. Walker, b D. B. Grant	34
Mr. A. P. Handley, b D. B. Grant	19
Lieut. Farmer, c Rooke, b D. B. Grant	0
Mr. A. K. Travers, b D. B. Grant	7
Mr. C. P. Chater, l b w, b D. B. Grant	2
Mr. E. Tobin, b D. B. Grant	0
Mr. A. P. McEwen, b D. B. Grant	0
b 18, l b 3, w 7	28
	141

THE TWENTY-FOUR.—SECOND INNINGS.

Major Rooke, c Chater, b Handley	7
Mr. W. K. Morrison, b Handley	0
Mr. A. C. Coxon, c Darby, b Saunders	0
Mr. E. Blackwell, c Chater, b Handley	10
Mr. A. C. Reddie, b Saunders	3
Mr. W. Hynes, b Saunders	1
Mr. H. Wodehouse, c and b Handley	6
Mr. H. McCallum, c Darby, b Saunders	4
Captain Curtis, b Saunders	7
Mr. W. Anton, c and b Handley	7
Mr. R. F. Smith, run out	0
Mr. C. Kahn, c Walker, b Handley	0
Mr. G. S. Yuill, c Taylor, b Darby	4
Mr. D. B. Grant, b Saunders	1
Mr. A. B. Ridgeway, b Saunders	0
Mr. G. W. Littleton, run out	0
Mr. A. McG. Heaton, b A. K. Travers	8
Mr. W. K. Hughes, c Darby, b Saunders	1
Mr. W. M. Morrison, b A. K. Travers	0
Mr. G. P. Rickard, not out	7
Mr. T. A. Drought, b A. K. Travers	0
Mr. J. T. Chater, not out	0
b 13, l b 1, w 1, n b 2	17
	79

Colonel Dickins and Mr. Jordan did not bat.

POLICE COURT.

October 6th.

BEFORE JAMES RUSSELL, ESQ.

DISHONEST SERVANT.

Wong Achu, a boy to Mr. W. Danby, Rose Villas, charged Loh Apak, a chair coolie with stealing two plated spoons and one plated fork, the property of his master.

The prosecutor said the prisoner was formerly a chair coolie and left about fifteen days back, alleging he was sick. Yesterday his mistress sent for him to pay his wages. At the time the prisoner was at the house witness gave one of the chair coolies some spoons and forks to clean, and the prisoner assisted to clean them. The chair coolie gave him back the spoons and forks, and he discovered that two spoons and one fork were missing. He suspected the prisoner and accused him. He denied the charge and called on the other chair coolies to search him. However he was certain the prisoner had them somewhere and he told him that if he did not produce them he would send for the police. The prisoner then got frightened and took him to the street door and from a hole there pulled out the spoons and fork. He then took him to his mistress, who wrote a note and a constable came took him into custody.

The prisoner had nothing to say for himself and was sentenced to four months' hard labour.

FRACAS ON BOARD THE "ICHANG."

Two Manila watchmen on the steamer *Ichang* were charged with attempting to assault, and Mak Asee, one of the crew, with assaulting the master and crew of cargo boat No. 35, on the evening of the instant.

From the evidence of Inspector Grimes, the master of cargo-boat No. 35, and the crew, it appears the cargo-boat went alongside the *Ichang* at 6.30 p.m. on the 5th instant full of cargo. The crew of the *Ichang* got angry with the cargo-boat people because they came so late and whilst the cargo was being discharged they grew more incensed because the boat people did not move quickly enough for them. By the time the cargo was all out hard words came to blows, and the crew of the *Ichang* threw all sorts of things at the crew of the cargo-boat, amongst the articles were bottles, the ship's white signal lamp, two stools, a hand truck, and the gangway rail. The master of the cargo-boat got his knee cut, one of the crew, Leong Pat-tai, got his shin cut, an old man got his breast badly hurt and was unable to appear to give evidence; a child also was bruised on the head.

From further evidence given it appeared that both sides were about equally to blame, and that the scrimmage was general.

Ultimately, the third prisoner and the master of the cargo-boat were ordered to find security in $25 each to keep the peace for one month.

BREAKING DOWN TREES.

Lau Akong and Lau Achan, two chair coolies in the employ of the Surveyor-General, were charged by P.C. 545 the first with breaking down large branches from trees in Lower Albert-road and the second with assisting.

The constable said the first was breaking down large branches and the second was making them up into bundles.

The magistrate remarked that this was a pretty state of affairs—the Surveyor-General's own servants destroying trees.

The prisoners denied the charge. They said about ten government gardeners were trimming trees and the head gardener gave them the branches. The first said he was not up in the tree.

The prisoners were sent down to the Surveyor-General who sent them back stating the prisoners had no authority to cut down branches, and he had often warned them that if they did destroy trees he would dismiss them. He would send up the head gardener, to see what he had to say in the matter.

The prisoners were remanded until Monday 8th instant for the head gardener to appear.

SUSPICIOUS CHARACTER.

Lee Acheong, unemployed, was charged by P.C. 614 with being a suspicious character. The constable said he found prisoner behind a house in Yow-mah-tee sitting down at 2 o'clock that morning, and when the prisoner saw him he got up and tried to escape.

The prisoner was identified by Inspector Cameron as having been in gaol on several previous occasions.

The Magistrate asked the Indian constable if the prisoner had any light or pass, and he replied he had not.

Inspector Cameron said the light and pass ordinance was not applicable or in force in British Kowloon. He wished it was, as it would greatly help the police in Yow-mah-tee. Bad characters can go prowling about the place all hours of the night; and some may be suspected and followed about, but they cannot be arrested as suspicious characters without proof they were going to commit crime or unless they were recognised as old offenders. The prisoner was recognised as an old offender, and for that reason he charged him with being a suspicious character.

The Magistrate said he understood passes were used in Yow-mah-tee.

Inspector Cameron said the pass and light ordinance was not applicable to any other part of the colony than the city of Victoria.

The case was remanded until the 8th instant.

FOOCHOW.

We understand that the Fantai of this province, Paou Hêng, is under orders for Shansi, of which province he is about to become Governor.

Cholera has, we regret to learn, broken out at Wenchow. The cases are not, however, very numerous, and have been confined entirely to the native inhabitants.

Her Majesty's ship *Nassau* arrived at Pagoda Anchorage on the 20th instant from a cruise. The gunboat *Magpie*, which arrived on the 18th ult., is still awaiting the arrival of the *Mosquito* from Wenchow.

Chinese creditors are proverbially remorseless and exacting; but when they proceed to divest an unlucky debtor of his nether garments it rather passes human endurance. An unfortunate foreigner has been, we learn, quite recently subjected to this trying ordeal by some native creditors to whom he was endebted for a trifling sum. These Celestial Shylocks broke into a Chinese house at which the foreigner in question had a temporary lodging, and after appropriating the greater portion of the poor man's wardrobe, dragged him ignominiously through the streets of the Settlement into the presence of his astonished Consul!

We have received the following interesting paragraph on infanticide from a correspondent:—"It is often doubted whether the crime of infanticide has a steady existence in China. At all events, in the City of Foochow there are and have been for some time past no less than four 'Girl-drowning offices,' supported by the wealthier inhabitants, and situated in various parts of the town. Parents intending to drown their girls are invited to take them to one of these offices, when the infants will either be provided with homes, or the parents, if found deserving, supplied with a small monthly sum for the girls' support. Should they be drowned in spite of those aids, a light flogging is summarily administered to the offending parent. The town is covered with placards announcing the ill which befell such and such an infanticide mother, or telling of the good angel which appeared in the dreams of another mother who resisted temptation."—*Foochow Herald.*

HOME AND CHINA AFFAIRS

[FROM OUR OWN CORRESPONDENT.]

LONDON, 30th August, 1877.

HOME POLITICS.

The only home topic is the vexed Eastern Question and on that point both Conservatives and Liberals appear to have arrived at one and the same conclusion—that the present war can lead to nothing but the exhaustion of two elements of the European compact and that it should be put a stop to at all hazards without further delay. This desideratum cannot be effected by England alone unless she resorts to an armed intervention, which she cannot do without a parliamentary grant in aid of war expenses. Germany will not assist in the movement simply because the sympathies of the Court and the grim policy of the Chancellor are in diametrical opposition. Austria continues impotent, the conflicting elements of her dual government not being sufficiently developed to enable her to make her intervention beneficial to her Imperial interests. Italy is simply selfish—runs with the hare and holds with the hounds—trusting that should the Sick Man die some of his Adriatic provinces may fall into her lap. France is in the throes of a struggle with three dynasties and a Republican constitution, so that the two combatants are left to fight out their quarrel with all that savagery which marks the combats of semi-civilization, aggravated by antagonism of race and fanaticism of religion.

THE WAR.

The tide of war continues to run in favour of the Turk. He proves himself to be the best soldier, whether behind intrenchments or in the open field, and it seems to me to be hopeless and even ridiculous that the Russian half civilized peasant should assume the mission of expatriating a foe with twice his physique and many times more his *amour propre* and his religious enthusiasm.

This may be matter of opinion, but I maintain that the details of the progress of the war fully maintain the theory. In Asia Minor Mukhtar Pasha has assumed the offensive. The war there is meaningless, and is simply carried on to prevent the Turks from sending reinforcements to Bulgaria. Not only has Mukhtar repelled all attacks, but has compelled the Russians to send for reinforcements, and unless these arrive soon it seems very probable that Russian territory will become the theatre of war and the tables be turned.

As for the war in Bulgaria, the Turkish Quadrilateral not only remains unimpaired but two Turkish armies continue to maintain the upper hand outside and beyond its impenetrable lines. The reader must understand that Rustchuck, Rasgrad, and Shumla form the western side of the Turkish Quadrilateral and the main body of the Russian army has hitherto failed to make the smallest impression on this line of fortifications. The Russian plan was to hem in these fortifications and by force of sheer numbers to cross the Balkans and menace Constantinople. The way this scheme was carried out was neither more nor less than ridiculous. The Quadrilateral was menaced, it is true, and General Gourko, with an enormous body of Cossacks, made a dash and took the Schipka Pass, ravaging the southern valleys, and causing an immense amount of panic and consternation. Whenever Mahomedan towns were taken, the arms of the Moslems were transferred to their Christian fellow townsmen and a frightful amount of retribution was inflicted. But directly Suleiman Pasha's army appeared in the field the scene was changed. The Russians ran away much more quickly than they came. General Gourko and his Cossacks were all recalled to the Danube. The Bulgarians, who had got the upper hand in the towns south of the Balkans, were left to the mercy of the Moslems they had been instigated to ravage, and the Schipka Pass was left to be guarded by those Bulgarian patriots who had been induced by Russian gasconading to fly in the face of the Pashas and to become open rebels.

In my opinion, this was the most diabolical scheme that was ever conceived, and forcibly illustrates the motives of holy Russia in the emancipation of Bulgarian co-religionists, who really had nothing to complain of under Moslem rule. Now the reader must understand that the Turkish army took up its positions in Bulgaria to the west of the quadrilateral, and that the Turkish demonstration at Plevna occurred to the west and beyond the Russian lines. It utterly prevented Russian progress for the reason that should they attack the Quadrilateral Osman Pasha would be in their rear, whilst should the Russians attempt to cross the Balkans he would be on their flank, consequently he had to be disestablished at all hazards, and as yet the Russians have entirely failed to disestablish him. Suleiman Pasha, having swept the Russians from the south of the Balkans, pursued them through the Schipka Pass, which had been made a rallying point for the Bulgarians. It soon became manifest that should he carry the Pass he would be able to reinforce Plevna and to face the Russians in the advanced posts they had attained, the effect simply being that, as the Russians would have to face a foe which previously existed not, Osman Pasha, and the Serdar in the Quadrilateral would be on their flanks, and by no possibility could they retreat across the Danube, which I feel very sure is what they would do if they could.

It is therefore easy to understand that the Schipka Pass had to be held by all possible means, and reinforcements were sent thither, together with stores, ammunition, and provisions to an extent which must have severely strained Russian resources. The Pass was declared to be impregnable by high technical authorities, yet Suleiman has attacked it day by day and night by night, carrying all the Russian positions by assault until he has driven the enemy into an inaccessible position defended by rifle pits. As the besieged have no food, they must soon surrender unless reinforcements should come up, which I think very unlikely. The Grand Duke Nicolas has sent the chief of his staff, but he no doubt has a clean pair of heels. Should Suleiman carry the Pass the result must be a decisive blow to the Russian campaign in Bulgaria.

Meanwhile the Russians are exerting themselves to the utmost to keep back the Serdar in the Quadrilateral and to menace Osman Pasha at Plevna. The Czarewitch is in command of an immense army to face the Serdar, but it seems to me that the Russians have no intention of adopting the offensive in that quarter. The Grand Duke Nicolas, the Commander-in-Chief, is operating upon Plevna, but he certainly relies on the Servians taking the field with forty thousand men and attacking Osman in the rear. The Servians have received money and supplies from the Russians to enable them to do this, but there is some hitch in the matter. When they were at the feet of the Sultan some months ago they evoked the intercession of England and Austria to induce the Porte to grant them mercy, and mercy was granted them accordingly. I believe that both Austria and England remonstrated so strongly against this outrageous breach of faith that there will be some difficulty in compliance.

In the Dobrudscha all is ominously quiet. The Russian attack on Turkey may be pronounced an utter and most disastrous failure, the consequences of which must entirely alter the map of Europe. The Czar, a confirmed hypochondriac, is very ill and cannot last long, and the Czarewitch is so full of aggression and progress that as he has no ability, he must soon go to the wall. The equinoctial rains must soon put a stop to campaigning and render the Russian position south of the Danube very precarious.

FRANCE.

France is in the throes of a general election. The Government, being determined to carry on the war to the knife, have actually commenced proceedings against M. Gambetta for a speech he lately delivered at Lille. All Europe is laughing at the audacity of the Minister who has instigated these proceedings. He must well know that his last chance has long since gone, and he no doubt fancies that a little bounce will grace his fall. But let the reader fancy Gambetta's magnanimity when he shall become, which he soon must, the ruling power in France.

THE CHINESE AMBASSADORS.

The Chinese Ambassadors cannot be accused of being stay-at-homes or do-nothings. They have indeed shown an apparently insatiable eagerness and curiosity to see all there is to be seen in the three kingdoms, and if they go on at their present rate they will soon be able to give their countrymen a thoroughly good account of English life in all its phases. They have recently visited Stoke-upon-Trent, when they inspected Mr. Minton's famous porcelain and earthenware works and the Campbell Brick and Tile Company's premises, where they were witnessed the manufacture of encaustic tiles. They appeared much interested in the processes. They likewise visited Mr. Heath's ironworks. His Excellency Kwoh was obliged to return to London, however, from Stoke, instead of continuing his tour as he had intended, owing to ill health. I don't know what ails him, but hope it is nothing very serious. His colleague Liu proceeded to Dublin, and saw all the lions of that fine city, and was made much of by the city magnates. Among other places of interest he visited the National Gallery, the Royal Irish Academy, Trinity College, the Bank of Ireland, and the City Hall. He subsequently went on to Rathdrum and Belfast, and inspected some of the principal factories at the latter town. Determined to see all he could, H.E. Liu took the steamer from there to Scotland, where is at present. I wonder whether, after all their travelling experiences in this country, the Chinese Envoys will advocate the construction of railways in the Celestial Empire!

SIR THOMAS WADE'S MEMORANDUM.

The following is a further summary of Sir Thomas Wade's memorandum, supplementing that published after the arrival of the last mail:—

Having received news of the attack on Colonel Browne's Mission and the murder of Mr. Margary, Sir Thomas goes on to notice the lengthened negotiations which followed his first demand and also those which culminated in the appointment of the mission of Mr. Grosvenor to Yunnan.

The later portion of the memorandum is, however, the most interesting. The final negotiations which culminated in the Chefoo Convention are thus set forth:—

"Having promised to re-open negotiations, I first, on the 1st September, placed on record the conditions under which I had agreed to communicate my proposals to the Grand Secretary. They were to be discussed as a whole. If not acceded to, I was to telegraph to your Lordship, in whose hands all earlier correspondence would be by the end of the month. If agreed to, I would recommend that such agreement be regarded by Her Majesty's Government as having closed the Yunnan case. The Prince of Kung would be expected to obtain a decree confirming the agreements undertaken by the Grand Secretary. If such decree were not obtainable, our negotiations were to be counted as nothing. The draft of this note having been shown to the Grand Secretary, we began at last to treat upon the 4th September, and upon the 13th I signed the agreement in three sections, forwarded on the following day to your Lordship.

"In this, in an important particular, I went beyond the limits I had originally prescribed myself; for I undertook, if certain conditions, were immediately satisfied, not only, as at first agreed, to recommend the closing of the case, but, on my own responsibility, to report it closed.

"Within a few days of its signature the Chinese text of the agreement appeared without authority in the native newspapers at Shanghai. I had sent the English text to be printed there for communication to my foreign colleagues, and finding that, as was to be expected, translations from the Chinese newspapers were beginning to be circulated, I authorised the publication of a correct version of both texts of the agreement in our own local journals. This will explain the appearance of the instrument in public before it could have reached Her Majesty's Government.

"On my return to Peking a few days later I found that the Tsung-li Yamên had already printed the Chinese text, and communicated it to the Legations.

"The agreement has naturally been the subject of much criticism, but I shall here notice but one of the observations that have reached me concerning it. It has been objected that, the nature of the outrage to be atoned for considered, the satisfaction exacted should have been kept formally apart from the settlement of any other question, and especially from the question of trade; further, that no indemnity should have been accepted; or, if any, an indemnity of such magnitude as might have made it remembered as a deterrent penalty.

"Looking to my instructions, I had not originally contemplated anything in the form of a convention. Had my negotiations been brought to a conclusion at Peking, the engagements entered into by the Chinese Government would have been conveyed to me in notes which no greater formality than such as belongs to ordinary correspondence, and reported home in the usual manner. The circumstances that obliged me to break off negotiations in June, and the Special Commission of the Grand Secretary, determined the course eventually adopted. Telegraphic communication with Europe was fitful and uncertain, whether by the submarine line south, or by that passing *viâ* Japan through Siberia, where it had been damaged by the floods. This was for something in my proceedings. Lastly, I was influenced by the reasons stated in my despatch giving cover to the agreement, already adverted to.

"As to the inclusion in the agreement of stipulations affecting diplomatic intercourse and trade, one purpose of the long *exposé* which fills the earlier pages of this Report has been to show that from the beginning I had fought for an improvement in our relations diplomatic and commercial, on three grounds; first, that we had, under both heads, matter of complaint; secondly, that, before the occurrence of the Yunnan outrage I had given notice that I would formally call upon the Chinese Government to remove this; thirdly, that the Yunnan atrocity was but a consequence of a policy of which the restrictions embarrassing foreign intercourse in trade, or otherwise, were both a cause and a symptom.

"The question of indemnity, as shown above, I had not had it in view to revive further than as one upon which the right should be reserved to Her Majesty's Government to demand an indemnity, or to decline to demand any; the amount to be paid, if any, being of course to be decided by Her Majesty's Government. The Grand Secretary Li, pressing hard for a final settlement of all conditions, I agreed to name the sum before named in June to the Tsung-li Yamên, namely 200,000 taels, to be applied to the purposes stated in my first reference to the subject in March 1875.

"It should be borne in mind that the demand had never been put forward as for an indemnity for the Yunnan outrage, which, I contended, was an international offence; nor even for the terrible incident, the murder of Mr. Margary, which was the aggravation of that offence. At Peking for many months a persistent effort was make to ignore the international character of the crime. The case had been constantly described as a case of life for life, and I had as constantly protested against the inaccuracy of that description. Had I contemplated acceptance of an indemnity as in, so to speak, general satisfaction of the international offence, I should have felt bound to propose something much more considerable: an indemnity of such magnitude as would have rendered either occupation of territory or other material guarantee unavoidable."

From the subjoined it will be seen that Sir Thomas Wade holds himself responsible for the letter from the Emperor of China, as regards its form and substance:—

"The despatch of a mission to England, with an Imperial letter expressing regret for what had happened in Yun Nan had long been agreed to. Rumours of a possible change in the *personnel* of the mission as at first composed induced me to require that I should be formally apprised of its constitution. I required also that the text of the Imperial letter should be communicated to me. This was done, and as certain modifications in the phraseology were adopted at my request, I must be regarded as responsible for the letter both in form and in substance.

"The special distinction of the missive is at the same time not due to my negotiations. I mean the fact that it accredits a permanent mission from the Chinese Government to the Court of Her Majesty. The letter does not set forth that the mission is to be established in permanence. It is none the less true that it is so, and as the first letter of Credence issued by the Court of Peking to a Minister so conditioned it must be held to make an era of singular importance in the foreign relations of China."

The Audience question and other like matters are dealt with at some length.

The memorandum concludes as follows:—

In my despatch of the 5th August, writing at a time that I conceived it not improbable that Her Majesty's Government might be obliged to go further, I mentioned that I had asked every one whose opinion on such a point was worth obtaining, what with the all but certainty that the conviction of the really guilty was beyond our reach, with the fullest certainty that what had happened was due to the exclusivist policy of China—what might a minister exact that he could really point to as a proof that that exclusivist policy was put away?

While some, I admit, held fast to the advisability of insisting on the production of the Acting Governor-General Ts'ên Yü-ying, the majority were for the exaction of material innovations, the introduction of railway and telegraphs, the navigation of the inner waters, mining, &c. Near the end of my negotiations, it was suggested that I might engage the Government to establish a mint and a postal service. Of the two latter, I will say that I half regret the loss of the opportunity. Neither a mint nor a postal service, however, appeared to me to find a fit place in any of the three sections of my agreement, the connection of which together my report will have made plain.

As to the other propositions, they had always appeared to me even less approachable. I venture to think it probable that formal negotiations, at present, would retard rather than advance their adoption. They, in general, involve enterprises which, in my opinion, cannot be healthfully undertaken independently of the free action of the Government. Such enterprises cannot, it is true, be given effect to without foreign aid, if not foreign capital; but it is not desirable to force them upon the country. The chiefs of the administration are becoming slowly converted to the conviction that the appliances by which foreign nations sustain their strength are equally indispensable to China. They will be presently adopted, and whenever the moment for their adoption arrives, we shall hardly contribute less to their furtherance as auxiliaries than any other Power.

CHINESE IMMIGRATION IN THE STRAITS SETTLEMENTS.

The following is the Ordinance recently passed by the Straits Government to make provision by law for the protection of Chinese Immigrants:—

ORDINANCE NO. II. OF 1877.

Whereas it is expedient to make provision by law for the protection of Chinese Immigrants.

It is hereby enacted by the Governor of the Straits Settlements, with the advice and consent of the Legislative Council thereof, as follows:—

1.—It shall be lawful for the Governor to appoint at each or any of the Settlements a Protector of Chinese Immigrants, and such number of *Assistant Protectors* and other Officers as may be necessary to carry out the provisions of this Ordinance.

2.—Chinese Immigrants shall not, without the permission of the Governor, be landed at or transhipped at any place in the Colony other than the three Ports as defined in the Harbours Ordinance, 1872, nor otherwise than as is provided in this Ordinance.

3.—The arrival of every Chinese Immigrant Ship at any of the Settlements shall forthwith be reported by the Master thereof at the office of the Master-Attendant or Harbour-Master, who shall thereon inform the Protector of Immigrants of the same.

The Protector of Chinese Immigrants shall, either personally or by an officer of his department, forthwith go on board the Chinese Immigrant Ship.

4.—It shall be lawful for the Governor to establish convenient Depôts at any of the Settlements for the reception of Chinese Immigrants, and to frame rules for the management and regulation of such Depôts, and to frame Tables of Fees and of Charges to be paid for the use of Depôts, and for the maintenance of Immigrants whilst accommodated therein; provided always that the amount of the fee to be charged shall not exceed one dollar for every Immigrant whose passage shall not have been paid.

5.—On the arrival of a ship bringing Chinese Immigrants at any of the Settlements, the Protector or an Assistant Protector shall examine each of such Immigrants as to the payment of his passage money.

6.—All Immigrants whose passage money shall have been paid before or immediately after the arrival of the ship, shall be forthwith landed and examined at a Depôt as to any engagement to labour entered into, or proposed to be entered into, by them, and the Protector shall explain to every such Immigrant any liability which may rest on such Immigrant, and shall also explain the terms of any agreement to labour entered into or proposed to be entered into by such Immigrant; and he shall then forthwith be allowed to leave the Depôt.

7.—Every such Immigrant whose passage money is not paid within twenty-four hours from the arrival of the ship, shall be landed at a Depôt, where he may be kept under the care of the Protector of Chinese Immigrants, till arrangements are made for the payment of his passage money and for his agreement to labour: provided that no person shall be so kept against his own will for a longer period than ten days.

8.—All engagements to labour by any such Immigrants shall be registered in such form and with such particulars as the Governor may from time to time direct.

All breaches of such engagements to labour shall be punishable under the provisions of Sections 45 to 49, both inclusive, and of the first paragraph of Section 50 of the Ordinance No. I. of 1876, as if those sections were embodied in this Ordinance: but the words "Place of Employment" shall be substituted for the word "Estate" as used in the said sections, and the said Section 50 shall be read as if the words "save as is provided in Section 51" in line 3, and the words "save as aforesaid" in line 8 were omitted.

9.—The expression "Chinese Immigrant," as used in this Ordinance, shall be held to mean Chinese brought to the Colony from China in any Chinese Immigrant Ship, not being first or second-class cabin passengers; and the expression "Chinese Immigrant Ship" shall be held to mean a ship bringing Chinese Immigrants exceeding twenty in number, to the Colony. And the word "Ship" shall include every description of vessel used in navigation.

10.—I. Any person landing, or attempting to land, or causing or permitting to be landed, or abetting the landing of, any Chinese Immigrant contrary to the provisions of Section 2, shall be liable on conviction to a penalty not exceeding twenty-five dollars for each and every such Immigrant.

II. The Master or person in command of, or in charge of, a Chinese Immigrant Ship arriving at any of the Settlements, who shall not forthwith, and before any of the Immigrants are permitted to leave the ship, report or cause to be reported at the office of the Master-Attendant or Harbour-Master the arrival of the ship with Immigrants, stating the number of Immigrants, shall, on conviction, be liable to a penalty not exceeding five hundred dollars.

11.—It shall be lawful for the Governor to delegate the exercise of the several powers vested in him by this Ordinance to the Colonial Secretary at Singapore, and to each of the Lieutenant-Governors of Penang and Malacca, in his absence from the several Settlements respectively.

12.—It shall be lawful for the Governor in Council, from time to time by order, at all or any of the Settlements, to suspend the operation of any part or section of this Ordinance, and from time to time to restore the operation of the same.

13.—Ordinance No. 10 of 1873 is hereby repealed.

14.—This Ordinance may be cited as "The Chinese Immigrants Ordinance, 1877," and shall come into operation at such time as the Governor may direct by order in Council.

Passed this 23rd day of March, 1877.

A. M. SKINNER,
Acting Clerk of Councils.

The following notifications, dated the 22nd September, have been published in the Straits *Government Gazette*:—

Whereas under Section 12 of the "Chinese Immigrants Ordinance," No. II. of 1877, it is enacted that the Governor in Executive Council, from time to time, by order, at all or any of the Settlements, may suspend the operation of any part or section of the said Ordinance:

It is hereby ordered that Sections 6, 7, 8, and 10 of the said Ordinance are hereby temporarily suspended at all the Settlements.

Whereas by the "Chinese Immigrants Ordinance," No. II of 1877, it is enacted that the said Ordinance shall come into operation upon a day to be fixed by proclamation of the Governor in Executive Council:

It is hereby ordered that the "Chinese Immigrants Ordinance," No. II of 1877, shall come into operation on the 24th September, 1877.

THE STRANDING OF THE R.M.S. "NORMANBY."

The *Normanby* left Moreton Bay on August 11th at 10 p.m., immediately after receiving her mails; made a good run to Keppel Bay, and, after a detention of two hours, resumed her passage thence at 10 a.m. on Monday 13th; had a light fair breeze all day, keeping up about ten knots. At half-past nine p.m. she suddenly struck a rock. The pilot in charge being at his post on the bridge, Captain Reddell at once took command on deck, singing out, "Boat stations," and at once every officer and man was at his allotted station, the boat falls were cleared and half lowered, and the momentary confusion ceased. Meanwhile, it having been found that the forehold had made four feet of water in some three minutes, the ship was steered at full speed directly for the nearest available beach, which was reached in about twenty minutes, the distance being about two miles. By the time she grounded on the beach the ship was very much down by the head from the weight of water accumulating in the fore compartments, and it would seem probable that on the rapid execution of this manœuvre depended the safety of the ship and passengers, as in a short time more she would have refused to steer, the water would have burst into the engine-room, and the ship gone down by the head. However, having got her nose on the beach, the donkey-engine managed to pump the after-compartment, clear of what water leaked through the joints of the fore compartments, and the ship was in comparative safety for the time. During the run for the beach the passengers prepared to get into the boats, collecting blankets and cloaks for the ladies and children, some of whom had already turned in before we struck. There was a commendable absence of panic or confusion among the Europeans. The Chinese passengers, however, who numbered about seventy, tried to rush the forward boats, and were only induced to leave them by a judicious display of revolvers. These form the chief element of danger in such cases, as there was hardly boat accommodation for even this comparatively small crowd, and the disaster that must ensue in case of a Hongkong steamer with the usual crowd of Chinese being wrecked in the open sea, and with no more than their ordinary boat accommodation, would be appalling. All hands had been turned up and exercised in "boat stations," as usual, on the Sunday previous. There being plenty of time, the Chinese were first landed with most of their swags, some of the passengers being armed and told off to assist in charge of the boats. Then the mails, some bedding, and stores were put ashore, and a guard put over them till morning, and the white passengers were landed safely, the sea being smooth, and a nice shelving sandy beach to run up on, made a fire, camped very comfortably on the beach till morning. The Chinese lay about the beach in all directions, sharply watched for fear of their pilfering from the stores and baggage. As usual, these gentry, when called to help to carry the baggage, blandly but firmly declined, on the ground that they were passengers, remaining unmoved even by the third officer's impassioned flow of pidgin-English. Had the satisfaction, however, of knowing in the morning that the Chinese crew on board had got drunk and robbed their countrymen. The ship was beached at half flood, so that there was much anxiety to see if she would fill so high as possibly to overpower the pumps. The tide, however, only reached to her ports, all the after part being afloat, and clear of water. In the morning two Kanakas, who were proceeding to Somerset for the pearl-shelling, dived under her to examine the hole, but failed to reach it, owing to the flatness of her bottom, and to her being imbedded deeply in the sand. The proper materials and workmen have been sent to the vessel, which it is expected will be afloat again in a day or two, as she has not suffered much damage.—*Sydney Herald.*

ENGLISHMEN IN FRANCE.

The unsatisfactory state of the law in France concerning personal liberty and freedom of action, which can be exercised against any Englishman coming to that country, is made the subject of comment by Consul Clipperton in his trade report on Nantes for the past year. By British subjects residing for business in France, and consequently better acquainted with the laws than the generality of visitors, the want of a convention or a special stipulation to the effect that their freedom in commercial pursuits and personal liberty shall not be in continual peril of being curtailed through even mistaken identity, personal feeling, or otherwise, is greatly felt. In criminal matters in France it must be remembered that the fact of a man being accused is *ipso facto* that he is guilty until he can prove himself innocent, whereas in England a man is innocent until he is proved guilty. A short description given by Consul Clipperton of "prison preventive" shows the unlimited powers of judges of instruction who are undoubtedly some of the most intelligent men admitted as "avocats" to the French bar. An order of arrest (*mandat d'amener*) is issued on the demand of the judge of instruction, and the prisoner is immediately placed in solitary confinement or not, at the discretion of the judge. Later on, but at no fixed epoch after the arrest, the accused is brought up to undergo his first examination. These examinations and remands are continued until the judge of instruction has wormed out every possible fact which may make conviction a certainty, not only of the individual, but of all others who may be suspected as accessories. Only when the instruction is thought to be concluded is the prisoner taken from solitary confinement and allowed to communicate with his counsel. Only the one hand is the judge of instruction, questioning with all the vigour of ambition and intelligence, fresh from the contact of the world and his colleagues; on the other, the accused, stupefied, bewildered, and at last indifferent to the result through solitary confinement in a prison atmosphere, helplessly trying to evade most clever and astute questions and references to statements he may have made months previously. British consuls in France, and it may be also said her Majesty's ambassador in Paris, have no power to interfere unless it can be clearly proved that proceedings have been taken to which a Frenchman could not be subjected; but the reciprocal hospitality offered, that the subjects of each country shall be treated the same as the subjects of the respective country in which they may reside, is entirely to the benefit of Frenchmen and greatly to the prejudice of Englishmen. A Frenchman will surely find some friend to interest himself on his behalf, whereas an Englishman in France would have great difficulty in obtaining one. Even the English press, Consul Clipperton complains, will take up the defence of a foreigner, but apparently declines all interference on behalf of a fellow-countryman, probably because foreign correspondents are well acquainted with the law whereby foreigners may be escorted to the frontier by gendarmes, and quietly expelled the country, without further reason being given than that their presence there is objectionable. It is a general desire in England to visit France, for many a necessity to reside in that country. The number of English in France is certainly far greater than the number of French in England, and in any fresh treaties made between Great Britain and France the matter as to the personal liberty of the subjects of one nation residing in the country of the other may, it is suggested, possibly be considered of greater importance than hitherto.—*Pall Mall Gazette.*

The Government of South Australia are sending out an exploring party under the charge of Mr. Vere Barclay, a civil engineer of considerable ability and experience, who has been engaged on railway works in Tasmania. He will undertake the work of thoroughly exploring the north-eastern part of South Australia abutting on the boundary of Queensland, and will also make a complete trigonometrical survey of that part of the country. The expedition is likely to be about two years away.

THE BATTLE OF YENI SAGHRA.

The following interesting account of the battle of Yeni Saghra is contained in a private letter from Mr. Hall, the artist of the *Illustrated London News*, whose kindness to the wounded was recently referred to by our military correspondent:—

"I have a little time to write a few lines to show you I am well and alive, but when I tell you that for the past ten days I have not stopped long enough in any place to have more than a few hours to work at my sketches, you will understand my silence. For six days I have not had my clothes off, and have been in the open air without even a tent at night, and next to nothing to eat except bread which we have to break with a stone. On Sunday morning last week Rose (the correspondent for the *Scotsman*) and Dr. Carrick, a St. Petersburg doctor, and I started at four in the morning with General Gourko and his flying column from Kezanlik. We were the only correspondents with this advanced force, much to our delight, and I had a clear field for the first time. Our object was to cross the lower Balkans and occupy Yeni Saghra and Eski Saghra, meeting another column on our way. Well, we rode on through burning villages through the long hot day with the Staff, and were very well received, as they were very well satisfied to see us accompany them on this adventurous expedition.

"The way lay through a lovely valley, rich with maize and corn, and for the most part beside a very pleasant little river, the Tundja, stopping beside it for a couple of hours to bivouac in the heat of the day; then on and on into the night till the poor Infantry men could go no further, and we stopped at 1 a.m. at the village of Balabanli. Almost asleep in our saddles, we gladly tied our horses to a tree, and after robbing a cornfield for our horses we lay down and woke again at 4. Three hours' sleep after 18 hours' march was hard lines, but off we went. Then I got separated by trying a short cut to save my dear horse, and got fixed in thick wood, but luckily a few reconnoitring Cossacks came up and gave me a lead, and as my horse would sooner die than be left behind, we tore through the brushwood at a breakneck pace, and came out on the hills above Yeni Saghra to see the place in flames; this was serious, as we hoped to find a resting-place. We soon drove the Turks out, and as I and my companions could stand our hunger and fatigue with patience no longer, stormed a deserted village, catching our dinner, a turkey and two fat geese, plums and flour. Here was a feast! We soon entered a Turkish house, and Terence, my faithful servant and cook, made us a soup fit for the Lord Mayor, and baked the flour into bread; dough though it was it was better than the dry rusks we had hitherto eaten, and after a smoke and sleep we resumed our way to overtake the column, though rather regretting our greediness as the neighbourhood might still contain parties of Turks or the dreadful Bashi-Bazouks. When we got to the town of Yeni Bazar we found it a heap of ruins and dead, the trenches filled with dead Turks and the railway station full of burning trucks of ammunition, which was going off in all directions. Here I got my first spoil, a nearly new Remington rifle picked up from a dead Turk, and ammunition to match. The roads were filled with Bulgarians, who returned to divide the spoil like jackals, waiting till the Russian lion had satisfied himself. There was no use waiting here, and after a sketch and feeding my poor horse on some corn, which I found in the Turkish camp and guarded, till he was stuffed, we rode on and on after Gourko till 10 that night, the poor soldiers dropping out on the road in the direction of Eski Saghra. The road was filled with the household goods of the flying Turks, and Terence was an amusing sight, with beautiful tin pans shining like silver, and bits of stuff with which I vainly hoped to decorate my studio, and a parasol which he would stick to. These, however, the poor fellow had to drop with sheer fatigue, when the exuberance of his spirits flagged and he had to hold himself on his horse. Another bivouac in the open, this time no moon, and a chill night wind, as the nights can be very cold in spite of the hot burning days.

"Well, at 6 in the morning we moved off, and as Carrick and I rode on ahead we were startled by a white puff from a thick wood across the plain, and the shriek of a shell as it fell harmless across the *chaussée* ahead of us, then a galloping Cossack from the advanced guard, who cocked his gun as we approached; but thanks to Carrick, who speaks Russian like a native, he understood we were not Turks. As neither of us adopts the uniform some Correspondents think it necessary to put on, I was in a brown suit and a small round cap, and Carrick in a glengarry cap. This little danger over and hearing Turks were ahead we rode on to a mound with an advancing battery of Cossack artillery and climbed the mound as they unlimbered. Here we were in a splendid position to see all, and as we lay down were quite safe from the shells which they poured about the roads. We saw the Turks apparently retire, and a shell from our battery pitch in their very midst as they went along the road. By this time the Staff appeared, and seeing an important movement on the left wing we galloped out from our mound in front of the Staff and got a mound all to ourselves in the very midst of the operations. We repented our rashness, though only for a moment, when we found it impossible to stand on the hill for the shells which whizzed and shrieked and burst around us; they were trying to prevent our troops advancing by this way to attack their right wing. No use, however, the Russian stands fire too well, and soon we were relieved by the advance of the Tirailleurs, who advanced as if they were at a review; the officers in the front, our friends went by into the shell-strewn plain and advanced on the Turks by the wood. Then came the most fearful fire I ever heard at a review, and as the Russian *attaché* said afterwards, he had never heard anything like it himself, I was not overrating it. The noise was incessant and the smoke dense. Where we lay we were happily out of the line of fire and just out of range, only an occasional bullet falling with harmless thud as it reached the ground spent. We were not long quiet, however, for the Russian Infantry were obliged to retire from this deadly reception, as they could see no foe, all being hidden by the trees. Again they and the 33rd Regiment went in and carried the wood in a splendid manner. Meanwhile, the poor wounded fellows who could walk or crawl, or be lifted by their less severely wounded companions, sought refuge, indeed, it must have been, after the frightful fire they had experienced. The shells, however, did not cease, and as Dr. Carrick took out his case and appointed me his assistant, I put sketch-book away for sponge and water and bandages, and hard work we had. The first we attended was our captain, with a ball through his chest, helped out of the battle by a man with a shattered arm and a man with a wound in his foot. Poor fellows, their devotion to their officer was noble and touching, and glad I was to be of some use. Of course, my bandages and instruments were in Kezanlik when I wanted them, but I was obliged to take no more than my horse could easily carry—viz., a rug and waterproof. They still came, the poor wounded fellows, and we were far from help. The artillery between us and the Turks fell short of ammunition and retired. What a moment! Here were helpless men, whom it was impossible and almost cowardly to leave to the mercy of the Turks and yet self-preservation would cross one's mind from one's inability to help them in case of an advance of the Turkish right. Some buried their heads in the ground, and others one could see quite dazed, and since they were shot, indifferent to what happened. The captain ordered them not to show themselves, and as we could not bear to see their suspense, I, in my brown suite quite invisible, crept through the parched grass till I could watch the operations again. I lay still and called down to them that there was no danger, till, to our relief, another battery galloped up and dashed forward about 400 yards, and wheeling round opened a heavy fire on the Turks. Then the Infantry went in and won the day on our left wing, and all was over for us. The last shell fell and left us in peace with our charge. Hearing there were doctors behind our mound, a man came galloping up on what I at once recognized as our Colonel's horse, and said there were wounded men in the wood to our left. So we did all we could for our little hospital, and rode away. We found the poor Colonel with a shattered leg and several others in a bad way; we sent off for assistance and soon to our relief, a party of ambulance men with litters appeared and we abandoned our charge. Carrick was tired out, and I got a wounded officer on my horse and kept him steady. We had eaten nothing since the night before and it was now three o'clock. We thought of our lunch on the day before, and the good Terence had saved the remains of the goose and the dough, though starving himself. We retired to a wood, and flung ourselves down and slept, and in our sleep our horses strayed. When I awoke, oh! awful moment, we found ourselves away from the main body, miles from a town, no horses, and dead tired, and the Turks in force not far from us, for we had to advance to see our wounded friends. Terence, however, got hold of some unwilling Bulgarians and a stray Cossack, and Carrick and I ran opposite ways; no horses. We met disconsolate and tired, and, determined to make the best of it, we lighted a fire and made some tea, lighting our fire with a cartridge, as we had no matches; then I walked over to the poor wounded men left here far away from the retreating army, for the Turks were too strong for the Russians to hold the position, and the Russians were forced to retire. We were between the two armies, and we well knew the treatment of the Turks to prisoners and wounded. Here I got a pipeful of tobacco from the good Colonel, who, in his pain, remembered I had none when on the mound, and felt at his side for his own bag; I don't think I ever saw so touching a piece of gentlemanly gratitude for slight services, and I never enjoyed a pipe more, but better was in store. I saw the faithful Terence, and the Bulgarians with the three truants, and with delight I embraced my horse and felt rich again, and rewarded the poor fellows handsomely. The three horses had gone for a walk in the wood; the bushes closing behind them had effectually concealing their retreat.

"Night closed in and still no orders; we had been forgotten by our General and must act for ourselves. The poor fellows were lifted into long waggons, and many were the shrieks and groans and the continued cries for 'woda, woda.' My flask was soon empty, and again I blessed the moment I decided to take a large one instead of the small regulation one. Three or four times our departure was delayed by some poor fellow who had to be buried before he was cold, as we could leave no dead behind unburied for fear of the Turks mutilating them; not that it much mattered, but they insisted on Christian burial. At last we moved in pitch darkness, very slowly and wearily, until we came up with a picket of Hussars that had cut their way through the Circassians in the after part of battle. Here Carrick and I determined to stay and lie down. In the morning we awoke, and I found we had in the darkness lain down close to the dead—a horrible moment, but I am now so accustomed to horrors, I did not take much notice. In the morning we all moved on, and I found my friend Rose at head-quarters, much to my delight, as I had been uneasy about him without necessity."—*Times.*

COMMERCIAL INTELLIGENCE.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/11
Bank Bills, at 30 days' sight 3/11½
Bank Bills, at 6 months' sight 4/0
Credits, at 6 months' sight 4/0½
Documentary Bills, at 6 months' sight 4/0½

ON BOMBAY.—Bank, sight 218
ON CALCUTTA.—Bank, sight 218
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares—48 per cent. premium.

Union Insurance Society of Canton—$950 per share.

China Traders' Insurance Company's Shares—$2,800 per share.

Yangtsze Insurance Association—Tls. 775 per share.

Chinese Insurance Company—$247 per share.

Hongkong Fire Insurance Company's Shares—$675 per share.

China Fire Insurance Company's Shares—$170 per share.

Hongkong and Whampoa Dock Company's Shares—16 per cent. discount.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—18 per cent. discount.

Shanghai Steam Navigation Company—Tls. 30 per share.

Hongkong Gas Company's Shares—$75 per share, nominal.

Hongkong Hotel Company's Shares—$60 per share, nominal.

Chinese Imperial Loan—£103. Ex. 4s. 1½d.

SALES ON OCTOBER 6TH, AS REPORTED BY CHINESE.

Black Sessamums—200 bags, at $4.80, by Wo-hing to travelling trader.

White Wax—2 pieces, at $63.40, by Kwong-cheung to travelling trader.

Fungus—15 bags, at $34.00, by Kwong-wo-cheung to travelling trader.

Dried Lily Flowers—30 bags, at $10.20, by Kwong-wo-cheung to travelling trader.

Green Peas—700 piculs, at $2.52, by Kwong-wo-cheung to local trader.

Vermicelli—40 bags, at $8.00, by Kwong-wo-cheung to travelling trader.

California Shellfish—50 bags, at $10.00, by Yue-sang-chong to travelling trader.

Animal Tallow—10 packages, at $9.90, by Kwong-fook-wo to travelling trader.

Cuttlefish—20 bags, at $20.50, by Kwong-fook-wo to travelling trader.

Stockfish—10 bundles, at $6.60, by Chun-chong to travelling trader.

Mushrooms—5 cases, at $36.00, by Chun-chong to travelling trader.

Fungus—10 bags, at $34.50, by Chun-chong to travelling trader.

Yellow Peas—1,000 piculs, at $1.88, by Chun-chong to local trader.

Black Peas—100 piculs, at $2.26, by Kwong-him-wo to local trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

October 6th.

Barometer—9 A.M.	30.150
Barometer—1 P.M.	30.104
Thermometer—9 A.M.	77½
Thermometer—1 P.M.	77½
Thermometer—9 A.M. (Wet bulb)	75
Thermometer—1 P.M. (Wet bulb)	75
Thermometer—Maximum	78
Thermometer—Minimum (over night)	75½

CHINA COAST METEOROLOGICAL REGISTER.

October 6th.

BAROMETER, THERMOMETER, &c.	HONGKONG Previous day at 4 P.M.	HONGKONG On date at 10 A.M.	AMOY Previous day at 4 P.M.	AMOY On date at 10 A.M.	SHANGHAI Previous day at 4 P.M.	SHANGHAI On date at 10 A.M.	NAGASAKI Previous day at 4 P.M.	NAGASAKI On date at 10 A.M.
Barometer	30.11	30.20	30.06	30.10	30.10	30.15	30.07	30.11
Thermometer attached	78.0	76.0	—	—	69.0	68.0	69.8	66.0
Direction of Wind	E	ENE	NE	N	E	[illegible]	[illegible]	N
Force	3	4	3	3	3	3	1	4
Dry Thermometer	78.0	76.0	80.0	77.0	71.0	70.0	72.1	62.2
Wet Thermometer	73.0	71.0	72.0	70.0	68.0	69.0	63.0	58.8
Weather	c.	c.	o.c.	o.c.	b.c.	b.c.	b.	b.c.
Hours' Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.

FORCE OF WIND.—0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky, C. Cloudy, D. Drizzly, F. Fog, G. Foggy, H. Hail, L. Lightning, M. Misty, O. Overcast, P. Passing showers, Q. Squally, R. Rainy, S. Snow, T. Thunder, U. Bad, threatening, V. Visibility, W. Storm, Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 400,000; EQUAL TO $555,555.55.

DIRECTORS.
LEE SING, of the Lai Hing Firm.
CHAN SHUNG LAI, of the Lai Yuen Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
PUN PONG, of the Wy Sing Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 48, Bonham Strand,
Hongkong, 1st June, 1877. [1331

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Ulysses (str.)			Butterfield & Swire	On or about 16th inst.
LONDON	Woodville	T. E. Nelson	Hongkong	Meyer & Co.	Quick despatch.
LONDON	Sydenham	A. Millar	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
LONDON	Geo. Croshaw	Geo. Irving	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HAMBURG	Lord Macaulay	Monkmann	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Grasmere	Hastings	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Aberlady	J. Nicoll	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Chinaman	A. MacKenzie	Hongkong	Douglas Lapraik & Co.	Quick despatch.
NEW YORK	H. S. Sandford	A. Sleepe	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	City of Peking (str.)			P. M. S. S. Co.	On 24th inst., at noon.
SAN FRANCISCO, via Y'HAMA	Oceanic (str.)			O. & O. S. Co.	On 8th prox., at 3 P.M.
SAN FRANCISCO	Galatea	Taeger	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO	Jubilee	J. Harris	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SYDNEY AND MELBOURNE	Alva	Souza	Hongkong	Hop Kee & Co.	Quick despatch.
COOKTOWN AND SYDNEY	Ocean (str.)			Jardine, Matheson & Co.	On or about 1st prox.
SINGAPORE, BRISBANE, &c.	Brisbane (str.)		Hongkong	Gibb, Livingston & Co.	To-day, at 4 P.M.
SINGAPORE, BOMBAY, &c.	Khiva (str.)	Lee		P. & O. S. N. Co.	On 11th inst., at noon.
SAIGON	Amboto (str.)		Hongkong	Soey Shing	This afternoon.
MANILA, via AMOY	Mactan (str.)		Hongkong	A. MacG. Heaton	To-morrow, at noon.
SWATOW, AMOY, & F'CHOW	Namoa (str.)	Punchard	Hongkong	Douglas Lapraik & Co.	On 10th inst., daylight.

FOR SALE.

CUTLER, PALMER & Co.'s CELEBRATED WINES.

We have secured some Excellent Wines and Cognac of the well known shippers, CUTLER, PALMER & Co., and invite comparison with any and all other brands.

We have to offer:

	Per 1 doz. quarts.
CUTLER, PALMER & Co.'s CHAMPAGNE, Per 2 doz. pints, $13.	$12
CUTLER, PALMER & Co.'s HOCHHEIMER	$9.50
CUTLER, PALMER & Co.'s CHATEAU MOUTON	$12
CUTLER, PALMER & Co.'s CHATEAU PALMER	$10
CUTLER, PALMER & Co.'s CHATEAU LAROSE	$7
CUTLER, PALMER & Co.'s ST. JULIEN	$6
CUTLER, PALMER & Co.'s CANTENAC	$5.50
CUTLER, PALMER & Co.'s MEDOC	$4.50
CUTLER, PALMER & Co.'s HAUT SAUTERNE	$9
CUTLER, PALMER & Co.'s SHERRY, fine full flavour, black seal	$10.25
CUTLER, PALMER & Co.'s SHERRY, Vino Puro, blue seal	$9
CUTLER, PALMER & Co.'s SHERRY, Manzanilla, red seal	$8.50
CUTLER, PALMER & Co.'s SHERRY, Vino de Pasto, blue seal	$8.25
CUTLER, PALMER & Co.'s COGNAC 1 star	$6.25
CUTLER, PALMER & Co.'s COGNAC 2 star	$7.50
CUTLER, PALMER & Co.'s COGNAC 3 star	$9
CUTLER, PALMER & Co.'s COGNAC 4 star	$10.50

F. BLACKHEAD & Co.
Hongkong, 13th December, 1876. [46

FOR SALE, PER 1 DOZEN QUARTS.

TOSAR & Co.'s SHERRY, White Seal	$8
TOSAR & Co.'s SHERRY, Yellow Seal	$9
BISQUIT DUBOUCHE & Co.'s BRANDY	$8
CLARK & ELLIS' OLD IRISH WHISKY	$12
CLARK & ELLIS' OLD TOM	$8

BURGUNDIES.

NUIT, Pints (2 dozen)	POLLACK and MEYER'S	$12
CHABLIS, Quarts (1 dozen)		$12
CHAMBERTIN, Quarts (1 doz.)		$15
CHAMBERTIN, Pints (2 doz.)		$16
MULLER FRERES' ST. JULIEN		$4

ITALIAN WINES D'ASTI.

VERMOUTH, 1 dozen Quarts	$6
BAROLO, 1 dozen Quarts	$7
PASSITO, 1 dozen Quarts	$7
MOSCATO, 1 dozen Quarts	$7
NEBIOLO MOUSSEUX, 1 dozen Quarts	$8

VICOMTE DE LA PEYRIERE CHAMPAGNE.

CARTE BLANCHE, 1 dozen Quarts $7

HESSE & Co.
Hongkong, 13th July, 1877. [1097

NOTICE.

A. MILLAR AND CO.,
PLUMBERS AND GAS FITTERS,
QUEEN'S ROAD EAST,
HONGKONG. [tf1409

JOHN SKINKER, 115, PINE STREET,
SAN FRANCISCO, CALIFORNIA,
Sole Agent on the Pacific Coast for
WINCHESTER REPEATING ARMS Co.'s
Repeating Rifles, Carbines, and Muskets, Model 1866 and 1873; Plain Mounted, or Gold, Silver, or Nickel-Plated, and Beautifully Engraved.
METALLIC CARTRIDGES
of all sizes and kinds for Pistols or Rifles of their make. [3m1305

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [59

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,
WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG:
"DAILY PRESS" OFFICE, WYNDHAM ST.

FOR SALE.

FOR SALE.
CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 2nd July, 1877. [6m1034

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CUTLER, PALMER & Co.'s
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Brands of WINES and SPIRITS.
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Hongkong, 21st June, 1876. [49

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [55

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR 1877,
(With which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE IN EVERY RESPECT.

It contains:—
THE DIRECTORY FOR HONGKONG.
THE DIRECTORY FOR CANTON.
THE DIRECTORY FOR WHAMPOA.
THE DIRECTORY FOR MACAO.
THE DIRECTORY FOR HOIHOW.
THE DIRECTORY FOR SWATOW.
THE DIRECTORY FOR AMOY.
THE DIRECTORY FOR FORMOSA.
THE DIRECTORY FOR FOOCHOW.
THE DIRECTORY FOR NINGPO.
THE DIRECTORY FOR SHANGHAI.
THE DIRECTORY FOR CHINKIANG.
THE DIRECTORY FOR KIUKIANG.
THE DIRECTORY FOR HANKOW.
THE DIRECTORY FOR CHEFOO.
THE DIRECTORY FOR TAKU.
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THE DIRECTORY FOR NEWCHWANG.
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With brief descriptions of Hongkong and the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

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It is further embellished with a Chromo-lithograph of a
PLAN OF VICTORIA, HONGKONG;
THE
FOREIGN SETTLEMENTS OF SHANGHAI;
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Also of the various HOUSE FLAGS
(Designed expressly for the Work);
and
MAPS OF HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

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SWATOW	Messrs. Campbell & Co.
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LONDON	Messrs. Bates, Hendy & Co.
SAN FRANCISCO	Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK	Messrs. S. M. Pettingill & Co., 37, Park Row.

VESSELS ON THE BERTH.

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE.
Calling off the usual Coast Ports to land Mails and Passengers.

THE Eastern and Australian Mail Steam Company's Steamer
"BRISBANE"
will be despatched as above TO-DAY, the 8th October, at 4 P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 29th September, 1877. [1475

FOR SAIGON.
THE Steamer
"AMBOTO"
will be despatched for the above Port THIS AFTERNOON, the 8th instant.
For Freight or Passage, apply to
SOEY SHING, Bonham Strand.
Hongkong, 3rd October, 1877. [1490

FOR COOKTOWN AND SYDNEY,
Taking Cargo at through rates for all Australian and New Zealand Ports.
THE Steamship
"OCEAN"
will load as above and be despatched on or about the 1st of November.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 5th October, 1877. [1499

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"ULYSSES"
will be despatched on or about the 16th October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th September, 1877. [1437

FOR NEW YORK.
THE A1 American Ship
"H. S. SANDFORD,"
A. Sleepe, Master, will load here for the above Port, and have early despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 27th September, 1877. [1m1464

FOR LONDON.
THE 100 A1 British Barque
"WOODVILLE,"
T. E. Nelson, Master, will load here, and will have quick despatch.
For Freight, apply to
MEYER & Co.
Hongkong, 26th September, 1877. [1460

FOR LONDON.
THE *A1 100 years Splendid British Clipper Ship
"SYDENHAM,"
A. Millar, Commander, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co., Agents.
Hongkong, 26th September, 1877. [1461

FOR SAN FRANCISCO.
THE 3/3 L. I. I. German Ship
"GALATEA,"
Taeger, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 11th September, 1877. [1387

FOR SAN FRANCISCO.
THE A1 British Ship
"JUBILEE,"
J. Harris, Master, will load here for the above Port, and will have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 3rd September, 1877. [1336

FOR NEW YORK.
THE A1 British Bark
"GRASMERE,"
Hastings, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 17th August, 1877. [1268

FOR NEW YORK.
THE A1 British Bark
"ABERLADY,"
J. Nicoll, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 17th August, 1877. [1269

FOR LONDON.
THE A1 British Bark
"GEO. CROSHAW,"
Geo. Irving, Master, will have early despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 31st July, 1877. [1179

FOR HAMBURG.
THE A1 British Bark
"LORD MACAULAY,"
Captain Monkmann, will load for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 21st July, 1877. [1130

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Hongkong, 9th May, 1877. [749

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
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It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the South of China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong, or from the different Agents.
Hongkong, 16th January, 1877.

VESSELS ON THE BERTH.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON, VIA BOMBAY;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "KHIVA," Captain LEE, will leave this on THURSDAY, the 11th October, at Noon.

Tea and General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week latter than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to
ADAM LIND, Superintendent.
Hongkong, 25th September, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, viâ Yokohama, on WEDNESDAY, the 24th October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, viâ Overland Railways.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, viâ the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 23rd instant. Parcel Packets will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, 5th October, 1877.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 8th November, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

"Freight will be received on board until 4 P.M. on the 7th November. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, 6th October, 1877.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ABIEL ABBOT, American 3-m. schooner, Chase.—Order.
AUGUSTE, British 3-m. schooner, Thomsen.—Meyer & Co.
BERTHA, German bark, Ringe.—Wieler & Co.
CHAMROON KAMRYE, Siamese bark, Möller.—Chinese.
CHASCA, American bark, Washburn.—Order.
CHINAMAN, British bark, McKenzie.—Chinese.
CILURNUM, British ship, Shrewsbury.—Wieler & Co.
GOLD HUNTER, American ship, Freman.—Meyer & Co.
GRASMERE, British bark, Hastings.—Vogel, Hagedorn & Co.
GREAT ADMIRAL, American ship, Thompson.—Captain.
GUSTAV ADOLPH, German bark, Neumann.—Eduard Schellhass & Co.
HARBINGER, British ship, Johnston.—Jardine, Matheson & Co.
JALO, Russian ship, Moberg.—Jardine, Matheson & Co.
LARGS, British bark, Brown.—Eduard Schellhass & Co.
LEON CRESPO, British bark, George.—Gibb, Livingston & Co.
LORD MACAULAY, British bark, Monkman.—Order.
MANGERTON, British bark, Thompson.—Adamson, Bell & Co.
MARIE, German bark, Burmeister.—Wm. Pustau & Co.
MIGNON, American 3-m. schooner, Soule.—Ed. Schellhass & Co.
PICCIOLA, German bark, Grafe.—Siemssen & Co.
RODERICK HAY, British bark, Nicolson.—Rozario & Co.
STARLIGHT, Siamese brig, Wachtelbrenner.—Kien-tye-loong.
SUMATRA, American ship, Clough.—Order.
SYDENHAM, British ship, Millar.—Messageries Maritimes.
THERESE BEHN, German bark, Steffens.—Siemssen & Co.
THORKILD, German brig, Baale—Arnhold, Karberg & Co.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [65

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorising them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20 % allowed.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 8th January, 1875. [72

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 1st March, 1874. [74

POST-OFFICE NOTIFICATIONS.

A MAIL WILL CLOSE

For Hoihow and Haiphong.—To-day, the 8th instant, at 10.30 A.M.

For Saigon.—Per *Amboto*, to-day, the 8th instant, at 5 P.M.

For Swatow.—To-morrow, the 9th instant, at 7.30 A.M.

MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet "BRISBANE" will be despatched from Hongkong on MONDAY, the 8th October, with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be registered after 3.15 P.M.

The Mails will be closed at 3.30 P.M.

Correspondence for New Zealand must be specially directed viâ Torres Straits, or it will be sent viâ Galle.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it viâ Galle.

Late Letter for Singapore only will be received on board up to 4 P.M. on payment of the usual late fee.

Late Letters for Australia must be addressed to the care of an Agent at Singapore.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet "KHIVA" will be despatched with the Mails for Europe, &c., on THURSDAY, the 11th October.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 10th October,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
THURSDAY, 11th October,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., Letters may be posted on payment of a Late Fee of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, until
11.50 A.M., when the Mail is finally closed.

SOLDIERS' AND SAILORS' LETTERS.

Privates in H.M. Army or Navy, Non-commissioned Officers (but not Warrant Officers, viz., Assistant Engineer, Gunner, Boatswain, or Carpenter), Army Schoolmasters (not Superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom viâ Southampton by British Packet for one penny; or viâ Brindisi by British Packet for three-pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1.—Not to exceed half an ounce. No double letters are allowed.

2.—If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the Commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3.—If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

The attention of owners, agents, and charterers of steamers is drawn to the provisions of The Post Office Ordinance, 1876, which comes into force on the 23rd instant.

Under the old Ordinance no notice was required of the departure of a vessel if not advertised, nor of departures for Canton or Macao. Notice is now required of any departure, though with regard to sailing ships, the old rule will practically remain in force, that notice need not be sent unless asked for.

Section XXV. requires that the first notice be sent to the Post Office.

In the case of steamers plying regularly or on fixed days, notice of any change in the day or hour will be sufficient.

Stamped correspondence may still be sent on board any vessel after the Mail is closed at the Post Office.

The Postmaster-General takes this opportunity of calling the attention of firms to the fact that any such words as Despatches will close at 11 A.M., added to the advertisement of a vessel are illegal. Consignees' letters are exempted by law from passing through the Post Office, but no person is allowed to make collection of such letters for transmission under a penalty of £100 per week during which the practice continued.

COMMUNICATION WITH BATAVIA.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets, for Batavia wait at Singapore for the Packet from China, and run fortnightly.

It follows that to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—

In the S.W. Monsoon.
The English Mail.
The French Mail.
In the N.E. Monsoon.
A Private Steamer a few days before the English Mail.
The French Mail.

CHARTERS EFFECTED.

The following Settlements have been effected since the publication of Messrs. HEINEMANN & Co.'s last Freight Circular:—

British bark WOODVILLE, 714 tons, hence to London, private terms.

American ship HENRY S. SANFORD, 1,159 tons, hence to New York, private terms.

German bark BERTHA, 442 tons, hence to Hamburg, private terms.

British ship BANIAN, 760 tons, Amoy to New York, private terms.

British bark GLAMMORGANSHIRE, 456 tons, Newchwang to Hongkong, 26 cents per picul, 25 lay days.

German bark MALVINA, 499 tons, Newchwang to Hongkong, 27½ cents per picul, 25 lay days.

British bark GEORGINA, 314 tons, Newchwang to Whampoa, 30 cents per picul, 22 lay days.

British bark NIMROD, 625 tons, Newchwang to Swatow, 24 cents per picul, 25 lay days.

American bark QUICKSTEP, 826 tons, Newchwang to Swatow, 22 cents per picul.

British bark MERSE, 620 tons, Newchwang to Swatow, 28½ cents per picul, 25 lay days.

British bark E. M. YOUNG, 345 tons, Newchwang to Swatow, 28½ cents per picul, 24 lay days.

American schooner ANNIE S. HALL, 455 tons, Newchwang to Swatow, 28½ cents per picul, 25 lay days.

British steamer PERNAMBUCO, 643 tons, Hongkong Saigon, $1,200 in full.

British steamer PENEDO, 652 tons, Saigon to Manila, private terms.

German steamer CASSANDRA, 628 tons, Swatow to Singapore, $8 per head, 10 lay days.

British schooner VISCOUNT MACDUFF, 289 tons, hence to Haiphong and back, $1,900 in full, 25 lay days.

British bark LARGS, 751 tons, Foochow to London, private terms.

German bark METEOR, 600 tons, hence to New York, private terms.

German bark HIERONIMUS, 425 tons, Newchwang to Hongkong, 25 cents per picul, 35 lay days.

German bark HUMBOLDT, 330 tons, Whampoa to Chefoo and back to Hongkong, 24 cents per picul, 20 lay days.

German bark PRESTO, 290 tons, hence to Haiphong and back, 24 cents per picul, 20 lay days.

British schooner RODERICK HAY, 290 tons, hence to Haiphong and back, 25 cents per picul, 30 lay days.

British steamer SPARTAN, Swatow to Singapore (Passengers), $8 per head, 10 lay days.

British bark ANAZI, 468 tons, cleared for Guam.

British ship SYDENHAM, 1,063 tons, has taken the berth for London, rate nominally, £2 per 50 feet.

British ship NORTHAMPTON, 1,161 tons, has taken the berth for Singapore, having been ordered to this Port from home.

British bark OSAKA, 527 tons, proceeds to Amoy to take the berth for New York.

British bark ALICE, 626 tons, left for Yokohama with original cargo of Kerosine Oil.

American ship TITAN, 1,229 tons, left for Callao "seeking."

EXTRACTS.

DESPONDENCY.

The thoughts that rain their steady glow
Like stars on life's cold sea,
Which others know, or say they know—
They never shone for me.

Thoughts light, like gleams, my spirit's sky,
But they will not remain;
They light me once—they hurry by—
And never come again.

—*Poems.* MATHEW ARNOLD.

MOON AND DAWN.

The bluest gray—the grayest blue,
Where golden-gleaming stars are set:
A moon whose glorious yellow waves
Make fair the rippled rivulet.

Night has her curtain over all;
The firs show dark against the sky:
The only sound is in the song
Of a late nightingale close by.

The wooded walks which seemed so sweet,
Seen in the morning's fairy light,
Now dim and shadowy hold no charm,
Save the mysterious charm of night.

One swallow stirs, the gold stars fade,
In the cold sky a chill wind wakes;
The gray clouds frighten out the morn,
And thro' pale mist the new day breaks.

Good morn—good night—which is the best
God grant, some day, that I may find
Both true; good morn to joy begun,
Good night to sorrows left behind.

—*Public Opinion.*

TIRED.

"Pa," said one particularly bright damsel in Lexington Avenue one morning, as she looked up suddenly from her piano, as if a happy thought had struck her; "Pa, I think I'll get married this afternoon!" Horror-stricken, the parent staggered to the door to call the household. "Calm yourself," she said, yawning; "I'm in my right mind. I must either get married or go on the stage. I've played all of Chopin's waltzes. I'm tired with fooling with the whale at the aquarium. There are only two things left to choose from, matrimony or mimicry."—*Spirit of the Times.*

LAW IN MONTENEGRO.

If a man wishes to sell his real property—his house, fields, vineyard, or forest ground—he must first offer it in the presence of witnesses to his relatives; if these are unwilling to purchase, he must then offer it to his nearest neighbours, and only on their refusal can he put it up to public sale; the relatives or the neighbours are, however, not to take advantage of this law to the detriment of the seller. If they purchase they are to do so at the same price which others are willing to give, since it is to be offered at a fixed valuation. As markets are instituted for the good of the people, no one must disturb the peace at such places any more than they would quarrel in a church, and those who commence or excite disturbances in either market or church are to be similarly punished. Injury to the person is assessed according to the members injured, and the aggressor is required in addition to pay all costs incurred in the cure of the wounded man. A blow by hand, foot, or pipe, may be avenged by killing the aggressor; but if the injured person allows a day or two to elapse and then kills his opponent, he is guilty of murder. All brigandage on the Turkish frontier is forbidden in time of peace or during a truce, and in case of breach of this law the booty is to be restored and the criminal punished. The son or daughter who treats either parent with disrespect is for the first offence to be fined, for the second to be imprisoned and flogged, for the third the father is at liberty to turn the offender out of the house and to deprive him or her of all the rights of a child.—*Montenegro, its People and their History. By the Rev. W. Denton, M.A.*

HANDEL'S FIREWORK MUSIC.

Handel's water music is well known and occasionally revived, but his firework music has fallen into a neglect which it scarcely deserves at the hands of the admirers of that great master. It is a spirited and effective composition, admirably suited to the purpose it was intended to serve—*i.e.*, to accompany the grand display of fireworks in the Green Park, celebrating the peace of Aix-la-Chapelle, April 27th, 1749. On that occasion England, France, and Holland vied with each other in their pyrotechnic displays, and the first-named country surpassed its Continental neighbours in one respect by employing the greatest musician of the day to write the accompanying music. A long correspondence has been preserved among the State papers respecting the preparations, part of it appertaining to the music. Handel was not an easy person to manage in matters of difficulty, and difficulties did arise. In the first place, the King's consent for Handel to compose the music was not easily obtained, and, when granted, it was with the express understanding that it should be of a martial character. This appears not to have met the views of the great composer. The Duke of Montagu, Master-General of the Ordinance, thus writes on the 28th March:—"I don't see any kind of objection to the rehersal of the musick at Voxhall being advertised, and when that is done, if any questions are asked how it comes to be there, the true reason must be given. I think Hendel now proposes to have but twelve trumpets and twelve French horns; at first there was to have been 16 of each, and I remember I told the King so, who at that time objected to there being any musick; but when I told him the quantity and number of martial musick there was to be, he was better satisfied, and said he hoped there would be no fiddles. Now Hendel proposes to lessen the number of trumpets, &c., and to have violeens. I don't at all doubt but when the King hears it he will be very much displeased. If the thing was to be in such a manner as certainly to please the King, it ought to consist of no kind of instrument but martial instruments. Any other, I am sure, will put him out of humour, therefore I am shure it behoves Hendel to have as many trumpets and other martial instruments as possible, tho' he don't retrench the violins, which I think he shoud, tho' I beleave he will never be persuaded to do it. I mention this as I have very lately been told, from very good authority, that the King has, within this fortnight, expressed himself to this purpose." These differences seemed likely to lead to such a climax as would cause *Hendel's* musick to be abandoned. However, the dispute was managed with such diplomacy upon the part of the authorities as to carry the matter through. The firework music, as finally written by Handel, consists of an overture, for 24 hautboys, twelve bassoons, nine trumpets, nine horns, three pair of kettledrums, a serpent, and a double bass, two allegro movements, one bourée, a Siciliana, and two minuets, in which are violins, violas, violoncellos, and double basses. One of the minuets is directed to be played a second time with the addition of hunting horns, kettledrums, and sidedrums. The rehearsal of the firework music took place on Friday the 21st April, 1749, by a band of 100 musicians, before an audience of 12,000 persons, admitted by tickets at half-a-crown each. The throng was so great as to occasion a stoppage on London Bridge, then the only transit for carriages, which lasted for three hours.—*Leisure Hour.*

ANCIENT PROPHECIES IN CONSTANTINOPLE.

Very little mention has been made throughout the present crisis of those curious prophecies which abound in the Turkish capital on the very subject of this war. Almost from time immemorial these predictions seem to have been rife in Constantinople, and they may be traced back at least a long time before the capture of the city by its present owners. One of the most notable is that which Gibbon mentions in his chapter on the Russian invasions:—"By the vulgar of every rank it was asserted and believed that an equestrian statue in the square of Taurus was secretly inscribed with a prophecy, how the Russians, in the last days, should become masters of Constantinople." This was at least as early as the 12th century, before the Latin conquest of the city. There have been two successful sieges since that time—the one by the Franks and Venetians, and the other by the Turks; but for many centuries the Muscovite invader has not got even as far as the Golden Horn or the Golden Gate. "Perhaps," adds Gibbon, "the present generation may yet behold the accomplishment of a prediction of which the style is unambiguous and the date unquestionable." But that generation has long passed away, and the prediction remains unfulfilled. Time out of mind every generation, both before and since, has expected with more or less certainty the fall of the Imperial city; yet, with a vitality worthy of the ancient Byzantine Empire, it defies the threats of the prophets as well as the cannon of the invader, and is perhaps to-day as really unlikely to be besieged and taken as at the time when Gibbon indulged in his rash glance into the future.

This, however, is far from being the only prophecy of the kind current in Constantinople. The Turk, who is nothing if not superstitious, adopted on his entrance into the city the ancient traditions, and, attaching to them their full share of supernatural authority, added them to many others of Mahomedan origin. Gennadius, the patriarch, writing about the time of the Turkish occupation, declares that there was an ancient prophecy inscribed on the tomb of Constantine which was to the following effect:—"On the first of the Indict the kingdom of Ishmael, he that is called Mahomet, shall overthrow the race of the Palæologi, and shall gain possession of the seven hilled. . . . On the ninth of the Indict he shall overthrow the Dalmatæ. Again he shall turn back for yet a little time. He stirs up a mighty war against the Dalmatæ and is a little broken. And the people and the tribes, with the assistance of the Western nations, shall engage in war by sea and land, and shall overthrow Ishmael. His descendants shall reign with less, little, very little power. But the yellow-haired race, together with all their coadjutors, shall overthrow Ishmael, and shall take the seven-hilled with its privileges." Never has this curious prediction, whether the work of Gennadius or of any one else, been so applicable as at times within the past few months. The fall of Abdul Aziz and the subordinate position of his wretched successor seemed to verify the words, "less, little, very little power." In the "yellow-haired race" it is easy to see the Russian invader, the white Czar; and "all their coadjutors" would manifestly be the Roumanians, Servians, Montenegrins, Bulgarians, Slavs, and perhaps some others we could mention.

Wallachius, in his "Life of Mahomet," says that the Turks, "now read in their annals how that the Mahomedan rule shall survive until the white and yellow children of the North shall come." In the seventeenth century this prediction was thoroughly in vogue; but there was some doubt as to who were meant by the white and yellow sons of the North. The Swedes, who were about that time exciting the alarm of Europe, were by many supposed to be meant, and Rolamb, who was Swedish Ambassador at Constantinople in 1657, declares that his countrymen were on account of this very superstition regarded with particular suspicion and dislike. In the same year the following is said to have been the sketch drawn by the Turks themselves of their future career. They were to take Rome, and the Pope, having been made patriarch of Jerusalem, was to abjure Christianity and become a Mussulman. Then Christ was to come down and confirm the Koran, after which the Turks were to decline in power and retire into Arabia, and the world to come to an end. It is to this idea of the future history of the Turks that John Sobieski alludes in a letter written to his wife in 1683. He is relating a conversation which took place between his officers and some Pashas. On being told that the Christians intended to follow up their victories and recover all the Turkish conquests in Europe, the Pasha replied, "We are well aware that it is God who has raised up your King to punish us. But this conduct does not all correspond with what in written in our Holy Books. It is we, who ought first to conquer Christendom; your turn will come afterwards. Why are you in such a hurry? Are you impatient for the Last Day? For it is written in our Books that the moment the Christians get the better and the Turks are beaten, the end of the world will come."

In all these cases it is noticeable that the Turkish rule in Europe is regarded as only temporary, and the same idea seems to have prevailed for centuries, not only throughout the rest of Europe, but amongst the Ottomans themselves. The chief reason why the Turks like to be buried at Scutari, on the Asiatic shore, is said to be the wish to lie in ground which will never be owned by the Giaour; and this simple instance will show better than perhaps any other how deeply the idea has taken root in the national mind. It does not, however, as we now see once more, prevent the Turks from holding fast to their conquests. If the predictions are to be fulfilled, it must be after a struggle of no mean dimensions, and by yellow-haired children of the North led in a very different style from that of Tobernaieff, Krüdener, and Melikoff.—*Globe.*

BITERS BIT.

"Whatever is the matter, Mr. St. Hilary?" she said, at last. "O," moaned Gerard, with another long sigh, "I've got such a dose before me to-night." "A dose?" "Yes, the fellows are going to make hay in my room to-night." "Make hay!" repeated Ellinor, in a tone of real surprise. "What, in November?" Then Gerard told her what he had heard, and described the process. "I assure you, Miss Warwick," he said, shaking his head solemnly, "that by this time to-morrow everything in my room will be smashed to bits." "What a shame!" cried Ellinor, warmly. "If I were you I'd try—" "What?" She reached up to her companion's ear, and whispered a few words to him; he burst into a roar of laughter. "By Jove, what a brick you are!" he cried, forgetting his manners. "I never heard such a splendid idea in all my life. Gad, what a clever girl you must be!" "It's quite original," she responded, saucily. "It's absolutely perfect," replied Gerard, "and worthy of you in every way. How they will hop to-night!" Ellinor's musical treble joined his deeper laugh; and as she parted from him at the gate of her father's house, she turned back, and said, impressively, "Mind it's white, and don't stint the quantity." "All right," answered Gerard; "I'll get plenty." He did not go into the barracks, but walked past them straight into Milchester, meeting on his way several of the officers returning to dinner. He evaded all their inquiries and offers to go back with him, and went on his way alone. He stopped at the first tinner's shop he came to, and purchased the largest flour dredger they had. This he took with him, in spite of the shopman's entreaties to be allowed to send it. He next went to a general dealer's, and made another purchase, which he put into his pocket with much care, and as though he were very much afraid the paper might burst. What could it be? Soon after eleven o'clock Gerard, with many yawns, departed, ostensibly to bed. To that haven of rest, however, he did not go, but, piling up his fire, threw himself into an easy chair, and quietly bided his time. He had not long to wait, for presently he heard the sound of men treading lightly in their stockings. Thereupon he carefully snored, so as to make them believe he was safe in the arms of Morpheus. In a few moments a sharp knocking began at Gerard's door. "Hallo!" bawled he, in a sleepy voice; "who's there?" "Come out, you beggar, or we'll stove the door in!" "Stove away, old man!" laughed Gerard, rising, and taking his flour dredger to within a yard of the door. "Come on!" yelled Gurney's voice. "Yeave ho, push with a will, boys; nothing like haymaking." Gerard waited till they were all exerting their strength to the uttermost; then flung open the door, showering the contents of the flour dredger upon them as they tumbled headlong into the room. "Ah!" (sneeze.) "Ugh" (sneeze.) "Brute!" (sneeze, sneeze.) "I'll pay you out for this!" gasped Gurney, shaking his fist at Gerard, while the tears ran down his face. "Will you!" laughed Gerard, sending another shower full into his face; "then take that, and that, and that, and make hay elsewhere, confound you! I'm about sick of this game;" as he spoke keeping up a continual shower upon the intruders. Raving, swearing, spitting, sneezing, choking, and stamping, the crestfallen officers made the best of their way down the corridor in all the ignominy of utter defeat. From head to feet they were covered with the strongest white pepper, the embroidery on their mess-jackets forming grand receptacles for the frightful powder. Their hair, eyes, noses, mouths, and moustaches were all filled with it, and it was hours before the terrible sneezing and choking subsided. So thoroughly was it scattered over each practical joker, that for several days the opening of a door or window would send a fresh waft of it across the ante-room or dinner table, to the intense disgust of the more peaceably-disposed members, who were loud in their demands that for the future St. Hilary should be left in peace. In peace, however, Gerard St. Hilary was not allowed to remain. It seems as if his tormensors could neither forget nor forgive the *feu du poivre.* They no longer dared disturb him at night—their fear of his pepper-pot was too wholesome; but by every other means in their power did they worry and annoy him. His bed was, as Jack Hilton had predicted, filled with cockroaches; and this course was followed up by frogs, dead mice, fender and fireirons, plentiful administration of lard and wet sponges. His boots were filled with burrs or cobbler's wax, and, in fact, his life was made a burden to him.—*From "A Regimental Martyr," in London Society.*

BEGINNINGS OF MODERN TURKISH DIPLOMACY.

At the end of the seventeenth century the Turks had been at war with all their Christian neighbours, and they had lost territory at all points except one. They had gained Podolia, but they had lost Peloponnesos, Hungary, and Azof. Most of these territories they formally gave up by treaties, in 1699 and 1700. The peace of Carlowitz, in 1699, marks a point in the history—or more truly in the decline—of the Ottoman power. Up to this time the Sultans had deemed themselves the superiors of all European princes, and had treated them and their ambassadors with great haughtiness. Sometimes they imprisoned ambassadors, and dealt in other ways contrary to the received law of nations. Strictly following the law of their own Prophet, they would not make peace with any Christian Power—they would only grant truces. Now, in the reign of Mustapha the Second, they were driven to treat with European powers on equal terms, and formally to give up territory. They formally ceded Peloponnesos to Venice, and gave back Podolia to Poland. But, oddly enough, it was not a peace for ever, but only a truce for twenty-five years, which was concluded between the Turk and the Powers which had won back most from him. By this truce the Turks gave up all Hungary, except the district called the Banat of Temesvar, with Transylvania, and the greater part of Slavonia. This treaty, it should be remembered, was concluded under the mediation of England and the United Provinces. This shows that we have now got to the beginnings of modern diplomacy. Russia was not a party to the Peace of Carlowitz, but she concluded an armistice for two years, which in the next year was changed into a thirty years' truce. By this year Russia kept Azov.—*The Ottoman Power in Europe. By E. A. Freeman, D.C.L., LL.D., &c.*

THE MAHARAJAH DULEEP SINGH.

On the 29th of March, 1749, the Maharajah being then 11 years old, a treaty was agreed to between him and the British Government by which he ceded to them the Punjaub and the Koh-i-noor diamond in perpetuity, receiving in return a pension for life of not less than four lacs (£40,000) or more than five lacs of rupees, for the support of himself, his relations, and his servants. By the treaty, also, he was to retain the title of Maharajah (which is not secured to his issue), and to receive the portion of the pension allotted to him personally as long as he remains obedient to the British Government, and resides at such place as that Government shall appoint. At first he was allowed £12,000 of the pension, but in 1856, when he reached 18, it was raised to £15,000, and three years later, on attaining his majority according to English ideas, it was further increased to £25,000. Ten years later, in 1869, and after his marriage, the provision for his family in case of his death was fixed at £15,000 a year, his own income of £25,000 remaining the same. Long before this period, however, and while still a boy, the Maharajah, with the cordial approval of the Government, took up his residence in this country, where he was educated, and where in course of time he settled down as an English gentleman. He is now a country magistrate, and the patron of one living. He lived for some time at Hatherop Castle, near Cirencester, which was purchased of the hon. Ashley Ponsonby; but having disposed of this magnificent estate, he purchased Elveden Hall, near Thetford, where he took up his residence. His Highness is a keen sportsman, and takes great interest in most English pastimes. Especially is he fond of shooting, and it was principally to gratify this taste that Elveden and the land surrounding it were purchased, for it is one of the finest game estates in the kingdom. Since settling there the adjoining estate of Eriswell has been added, making altogether about 17,000 acres. The preserves are amongst the finest and largest in the kingdom, and the estate is literally overrun with game. As many as 12,000 head are annually shot, the total not including rabbits. Some go so far as to say that the Black Prince, as he is generally called in the neighbourhood, is too stringent a supporter of the game laws. If it be so, it in no way affects His Highness's popularity, which is very great. In 1871, a large party of guests, of whom the Prince of Wales was one, paid Elveden a visit, and on one day devoted to shooting more than 2,500 head of game fell to ten guns.—*Cassell's National Portrait Gallery.*

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 6TH OCT., 1877.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.65 to 2.70
American Drills, 15lbs., per piece	$3.50 to 3.60
Cotton Yarn, No. 16 to 24, per 400 lbs.	$94.00 to 101.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$105.00 to 113.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$111.00 to 118.00
Cotton Yarn, Bombay	$84.00 to 88.00
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$2.60 to 2.65
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.10 to 2.15
English Drills, 14 lbs., per piece	$2.30 to 2.40
English Drills, 15 lbs., per piece	$2.50 to 2.60
Grey Shirtings, 7 lbs., per piece	$1.45 to 1.70
Grey Shirtings, 8 lbs., per piece	$1.65 to 1.70
Grey Shirtings, 8½ lbs., per piece	$1.75 to 2.45
Grey Shirtings, 9 lbs., per piece	$2.55 to 2.58
Grey Shirtings, 10 lbs., per piece	$2.70 to 3.15
GreyT-Cloths, 24yds. & 32in. 6lbs, p. pe.	$1.15 to 1.30
GreyT-Cloths, 24yds. & 32in. 7lbs, p. pe.	$1.40 to 1.70
GreyT-Cloths, 24yds 36in 8lbs, XO p. pe.	$1.90 to 1.95
GreyT-Cloths, 24yds 36in 8lbs. QL p. pe.	$1.85 to 1.90
GreyT-Cloths, 24yds 36in 8lbs. XX p. pe.	$2.55 to 2.60
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.72 to 0.75
Handkerchiefs, Light Red, per dozen	$0.76 to 0.77
Muslins White, Plain, 12 yds., per piece	$1.15 to 1.25
Muslins, White, Figured, 24 yds. p. piece	$2.05 to 2.25
Turkey Red Shirtings, 2 lbs., per piece	$2.15 to 2.25
Turkey Red Shirtings, 3 lbs., per piece	$3.30 to 3.35
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 32 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$1.95 to 2.10
White Shirtings, 64 to 66 reed, per piece	$2.25 to 2.40
White Shirtings, 68 to 80 reed, per piece	$2.60 to 3.15
White Shirtings, 600 reed, per piece	$3.50 to 3.55
White Shirtings, 7,000 reed, per piece	$3.25 to 3.30
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.90 to 5.95
White Shirtings, MH, per piece	$4.60 to 4.65
White Shirtings, EI, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 7 lbs., per pair	$2.70 to 3.00
Blankets, 8 lbs., per pair	$3.00 to 3.05
Blankets, 9 lbs., per pair	$4.40 to 4.50
Blankets, 10 lbs., per pair	$5.20 to 5.30
Blankets, 12 lbs., per pair	$6.10 to 6.20
Camlets, SSS, per piece	$15.30 to 16.00
Camlets, SS, per piece	$16.30 to 17.00
Camlets, S, per piece	$17.00 to 17.20
Camlets, BBB, per piece	$18.30 to 19.00
Camlets, AAA, per piece	$17.00 to 17.20
Camlets, LLL, per piece	$15.50 to 16.00
Long Ells, MM Scarlet, per piece	$8.75 to 8.90
Long Ells, MM Assorted, per piece	$8.75 to 8.90
Long Ells, HH Scarlet, per piece	$8.75 to 8.80
Long Ells, HH Assorted, per piece	$8.75 to 8.80
Long Ells, H Scarlet, per piece	$8.70 to 8.85
Long Ells, H Assorted, per piece	$8.65 to 8.75
Lastings, DD, per piece	$14.80 to 15.00
Orleans, Plain, per piece	$5.00 to 5.30
Spanish Stripes, per yard	$0.74 to 0.75

METALS.

Iron, Nail Road, per picul	$2.37 to 2.40
Iron, Hoop, per picul	$3.50 to 3.55
Iron, Bar, per picul	$2.60 to 2.75
Iron, Wire, per picul	$6.45 to 6.50
Lead, WB, per picul	$7.00 to 7.10
Lead, LB, per picul	$7.90 to 7.00
Lead, Hole Chop, per picul	$6.90 to 7.00
Quicksilver, English, per picul	$96.00 to 97.00
Quicksilver, American, per picul	$96.50 to 97.50
Steel, English, per tub	$3.85 to 3.95
Steel, Swedish, per tub	$4.90 to 5.20
Sheathing Metal, per picul	$24.00 to 26.00
Spelter, per picul	$7.80 to 7.95
Tin, Malacca, per picul	$19.70 to 20.00
Tin, Plates, per box	$5.60 to 5.95

PRODUCE.

Almonds, per picul	$22.50 to 23.00
Alum, 1st quality, per picul	$1.37 to 1.40
Alum, 2nd quality, per picul	$1.28 to 1.30
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.00 to 11.80
Bees Wax, Hankow, Yellow, per picul	$47.00 to 48.00
Bees Wax, White, per picul	$62.00 to 62.50
Birds' Nests, 1st quality, per picul	$2,200 to 4,000
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$170 to 250
Brimstone, per picul	$2.75 to 2.80
Buffalo Hides, Manila	$7.40 to 13.50
Camphor, Packed, per picul	$19.00 to 19.50
Camphor, Barges, clean, per picul	$4,800 to 5,000
Camphor, Refuse, per picul	$2,800 to 3,200
Cardamons, Superior	$145 to 150
Cardamons, Inferior, per picul	$18.50 to 19.00
Cloves, per picul	$42.50 to 43.00
Coals, Ailoa, per ton	— to —
Coals, English steam, per ton	$10.75 to 10.15
Coals, Sydney, per ton	$9.50 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$23.00 to 24.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Shanghai, per picul	$16.00 to 17.80
Cotton, Bombay, per picul	$11.80 to 11.30
Cotton, Shantung, per picul	$16.00 to 16.50
Cotton, Ningpo, per picul	$16.50 to 17.00
Cotton, Tientsin, per picul	$16.00 to 16.50
Cotton, Tungchow, per picul	$16.80 to 17.00
Cotton, Calcutta, per picul	$14.00 to 15.00
Cotton Seeds, Saigon	$5.20 to 5.30
Cotton Seeds, Siam	$4.70 to 4.80
Cow Hides	[illegible]
Cuttlefish, Japan	$34.50 to 36.00
Cuttlefish, Japan, without bones, p. pl.	$13.05 to 14.45
Cuttlefish, Chauchow, per picul	$37.90 to 38.50
Dates, Black, per picul	Tls. 2.2.5 to 2.3.0
Dates, Red, per picul	Tls. 3.4.5 to 3.5.0
Dried Lily Flowers	$13.50 to 14.20
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs	$1.40 to 1.50
Flour, American, per barrel of 100 lbs	$3.50 to 3.60
Flour, American, per barrel of 200 lbs	$6.95 to 7.20
Fungus	$34.50 to 35.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 18.0.0 to 18.5.0
Hams, Superior, per picul	Tls. 21.0.0 to 21.5.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$5.50 to 5.65
Melon Seeds, 2nd quality, per picul	$5.10 to 5.20
Mushrooms, per picul	$48.00 to 52.05
Mussels, Dry Siam large, per picul	$11.50 to 13.00
Mussels, Dry Siam middle, per picul	$8.85 to 9.35
Mussels, Dry Siam small, per picul	$7.95 to 8.25
Peas, White, per picul	$3.21 to 3.24
Peas, Green, per picul	$2.55 to 2.57
Peas, Black, per picul	$2.26 to 2.29
Peas, Yellow, per picul	$2.09 to 2.12
Peas, Green Beans, per picul	$2.12 to 2.14
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per picul	Tls. 1.5.0 to 7.5
Patchuck, per picul	[illegible] to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$2.51 to 2.58
Rice, Siam, No. 2, per picul	$2.34 to 2.36
Rice, Siam, milled No. 1, per picul	$2.40 to 2.46
Rice, Siam, milled No. 2, per picul	$2.24 to 2.26
Rice, Saigon, No. 1, per picul	$2.23 to 2.24
Rice, Saigon, No. 2, per picul	$2.18 to 2.20
Rice, Saigon, No. 3, per picul	$2.13 to 2.15
Saltpetre, per picul	$6.65 to 6.80
Seaweed, Green, per picul	$2.90 to 3.05
Seaweed, Cut, per picul	$4.45 to 4.65
Sesamum, White, per picul	$4.65 to 4.75
Sesamum, Black, per picul	Tls. 3.3.5 to 3.3.8
Sharksfins, per picul	$55.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 29.00
Shellfish, California, per picul	$10.50 to 11.00
Stockfish, per picul	$5.00 to 5.50
Straits Produce, &c.—	
Betel Nut, per picul	$3.20 to 3.75
Pepper, White, per picul	$13.50 to 13.80
Pepper, Black, per picul	$7.65 to 7.80
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Banjar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$8.35 to 8.40
Sandal Wood, South Seas, per picul	$13.00 to 15.50
Sapan Wood, Manila, per picul	$1.50 to 2.00
Sapan Wood, Siam, per picul	$2.25 to 2.60
Pea Oil, per picul	Tls. 5.8.0 to 5.8.5
Sugar, Shek-lung, White, No. 1, p. pcl.	$6.70 to 6.80
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.10 to 6.30
Sugar, Shek-lung, Brown, per picul	$3.90 to 4.05
Sugar Candy, Shek-lung, per picul	$9.55 to 9.85
Sugar Candy, Foochow, per picul	$9.80 to 10.20
Sugar Candy, Swatow, White, per picul	$7.65 to 7.70
Tea Oil, per picul	$9.00 to 9.20
Vermicelli, Tientsin, per picul	$9.50 to 9.60
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$1.80 to 1.90
Wheat, California, per picul	$2.00 to 2.15
Wood Oil, per picul	Tls. 6.7.5 to 6.8.0
Window Glass, per box	$3.25 to 3.28

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
					HONGKONG.	
					STEAMERS.	
Amboto	Oct. 2	W. J. Brown	Brit. str	973	A. MacG. Heaton	Saigon
Argyll	Oct. 6	Scott	Brit. str	1270	Jardine, Matheson & Co	S'pore, &c.
Bellona	Oct. 7	F. Ahrens	Brit. str	789	Wm. Pustau & Co	
Brisbane	Oct. 4	W. Ellis	Brit. str	821	Gibb, Livingston & Co	Australia
Camoes	Oct. 2	Carter	Brit. str	—	Order	
Fame		Stopani	Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Ferntower	Oct. 7	Bargew	Brit. str	700	Chinese	
Holyrood	Oct. 6	Moreton	Brit. str	333	Russell & Co	Hoihow
Ichang	—	D. Martin	Brit. str	700	Butterfield & Swire	
Japan	Oct. 7	H. de Smith	Brit. str	1865	D. Sassoon, Sons & Co	S'pore, &c.
Java	Oct. 1	R. J. Weber	Dut. str	886	Wm. Pustau & Co	
Kinshan	—	A. G. Cary	Brit. str	1050	H.C. & M. Steamboat Co	
Kiu-Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	
Mactan	Oct. 7	Erquiaga	Span. str	312	A. MacG. Heaton	
Namoa	Oct. 7	Punchard	Brit. str	862	D. Lapraik & Co	East Coast
Norna	Sept. 30	Walker	Brit. str	606	Kwok Acheong	Swatow
Saada	Dec. 17	Petersen	Brit. str	37	P. & O. S. N. Co	Yokohama
Sea Gull	Sept. 19	Roberts	Amr. str	48	Insurance Co	
White Cloud	—	Hoyland	Brit. str	652	H.C. & M. Steamboat Co	
W. C. de Vries	June 4		Brit. str	334	George McBain	
Yot-sai	—	D. Browne	Brit. str		Kwok Acheong	
					SAILING VESSELS.	
Abiel Abbot	Sept. 24	J. Chase	Amr. sch	590	Meyer & Co	
Aberlady	Aug. 5	John Nicoll	Brit. bk	735	Vogel, Hagedorn & Co	New York
Alphington	Sept. 6	Cunningham	Brit. bk	326	Wieler & Co	For Sale
Alva	Aug. 30	E. de Souza	Port. sh	631	Brandao & Co	
Auguste	Aug. 10	Thomsen	Brit. sch	210	Meyer & Co	P. Elizabeth
Carl	Oct. 3	Thomsen	Ger. bk	215	Arnhold, Karberg & Co	
Charon Rattana	Aug. 12	Ullrich	Siam. sh	656	Chinese	Bangkok
Ch'ron Kamrye	Sept. 4	Moller	Siam. bk	480	Chinese	
Chasea	Oct. 4	Washburn	Amr. bk	628	Arnhold, Karberg & Co	
Chili	July 30	W. Veal	Brit. bk	446	Gibb, Livingston & Co	Callao
Chinaman	Sept. 21	Mckenzie	Brit. bk	667	Chinese	
Chocolo	Oct. 6	Kennet	Brit. bk	284	Rozario & Co	
Cilurnum	Sept. 25	Shrewsbury	Brit. sh	1884	Wieler & Co	
Corean	Sept. 25	Vincenti	Amr. sch	150	Chinese Insurance Co	
Corinne	Sept. 19	Robertson	Brit. bk	395	Wieler & Co	
Criterion	Sept. 1	W. Lull	Amr. sh	1546	Siemssen & Co	
Darra	Sept. 14	Cammeron	Brit. sh	999	Jardine, Matheson & Co	Haiphong
Dartmouth	Sept. 28	J. Robertson	Brit. bk	915	Adamson, Bell & Co	
E. M. Young	Sept. 24	McMichen	Brit. bk	345	Chinese	Newchwang
Flodden	Sept. 25	D. Fraser	Brit. bk	337	Chinese	
Galatea	July 30	Taeger	Ger. sh	1296	Vogel, Hagedorn & Co	S. Francisco
Garmouth	Sept. 24	McPherson	Brit. sch	199	Meyer & Co	
Geo. Croshaw	July 21	Irving	Brit. bk	658	Vogel, Hagedorn & Co	London
Glory	Aug. 18	Thompson	Siam. bk	449	Tack-mee	New York
Gold Hunter	July 5	Freman	Amr. sh	1200	Russell & Co	New York
Grasmere	July 1	Hastings	Brit. bk	698	Vogel, Hagedorn & Co	
Great Admiral	Aug. 10	Thompson	Amr. sh	1576	Russell & Co	
Gustav Adolph	Oct. 2	Neumann	Ger. bk	272	Ed. Schellhass & Co	
Harbinger	July 27	A. Johnston	Brit. sh	1506	Jardine, Matheson & Co	New York
H. S. Sanford	Aug. 12	Sleepe	Amr. sh	1159	Russell & Co	
Isles of South	July 5	Dennett	Brit. sh	820	Arnhold, Karberg & Co	
Jalo	Sept. 30	C. F. Moberg	Rus. sh	1365	Jardine, Matheson & Co	
Johanne	Oct. 3	Heraksen	Ger. bk	528	Wm. Pustau & Co	
Jubilee	July 11	J. Harris	Brit. sh	765	Vogel, Hagedorn & Co	S. Francisco
Kim Soon Heed	Sept. 2	James Kent	Siam. sch	190	Chinese	
Largs	Sept. 25	Thos. Brown	Brit. bk	751	Ed. Schellhass & Co	Foochow
Leon Crespo	Oct. 1	L. George	Brit. bk	688	Gibb, Livingston & Co	
Loiterer	Apr. 20		Amr. sch	45	Insurance Co	
Ld. Macaulay	July 1	Monkmann	Brit. bk	847	Vogel, Hagedorn & Co	Hamburg
Lucro	Sept. 4	Klindt	Siam. bk	432	Tack-mee	
Mangerton	Sept. 19	Thompson	Brit. bk	330	Adamson, Bell & Co	
Marie	Sept. 25	Burmeister	Ger. bk	465	Wm. Pustau & Co	
Marie Louise	Oct. 2	Guiboux	Fren. bk	425	Carlowitz & Co	
Melusine	Sept. 28	Pfluger	Ger. bk	937	Melchers & Co	
Meteor	Sept. 26	Dinkelberg	Ger. bk	600	Melchers & Co	New York
Mignon	Oct. 2	L. H. Soule	Amr. sch	484	Ed. Schellhass & Co	
N. Constante	Oct. 4	Uriarte	Span. sch	217	Remedios & Co	
Peiho	Sept. 27	Christiansen	Ger. bk	250	Arnhold, Karberg & Co	Haiphong
Peruvian	Sept. 6	A. Berry	Brit. sh	1060	Meyer & Co	
Picciola	Oct. 2	Grafe	Ger. bk	238	Siemssen & Co	
Prosperity	Sept. 25	Hansen	Siam. bk	476	Chinese	
Roderick Hay	Sept. 19	Nicolson	Brit. bk	290	Rozario & Co	
Starlight	Sept. 11	W'telbremer	Siam. bg	239	Kien-tye-loong	
Star Queen	Aug. 13	Mackintosh	Brit. bk	769	Ed. Schellhass & Co	Newchwang
Sumatra	Sept. 5	Clough	Amr. sh	1090	Russell & Co	
Sydenham	July 12	Millar	Brit. sh	1063	Vogel, Hagedorn & Co	London
The Murray	Oct. 6	Mitchell	Brit. sh	903	Jardine, Matheson & Co	
Therese Behn	Sept. 5	Staffens	Ger. bk	456	Siemssen & Co	
Thoon Kramoin	Sept. 26	Vorrath	Siam. bk	474	Siemssen & Co	
Woodville	Sept. 5	Nelson	Brit. bk	714	Meyer & Co	London
W. E. Gladstone	Oct. 2	Gallichan	Brit. bk	534	Wm. Pustau & Co	
					RECEIVING VESSELS AND HULKS.	
Chase	—		Mng. Pow.	283	Harbour Master	
John Adam	—	J. H. Grimes	Hulk	318	Water Police	
					WHAMPOA.	
					SAILING VESSELS.	
Bertha	Sept. 25	Ringe	Ger. bk	442	Wieler & Co	Hamburg
Humboldt	Sept. 26	Stoll	Ger. bk	830	Ed. Schellhass & Co	Chefoo
					CANTON.	
China	Oct. 4	Ackermann	Brit. str	648	Siemssen & Co	Shanghai
Ningpo	Oct. 7	R. Cass	Brit. str	876	Siemssen & Co	
Powan	—	A. Benning	Brit. str	1800	H. C. & M. Steamboat Co	
					MACAO.	
					IN PORT ON 30TH SEPTEMBER, 1877.	
Rosina	Feb. 28		Amr. sch	406	Wieler & Co	
Spark	—	G. Lefavour	Brit. str		H. C. & M. Steamboat Co	
Tejo	—	Amaral	Port. g-b.	400		
					SWATOW.	
					IN PORT ON 6TH OCTOBER, 1877.	
China	Oct. 2	Ocean	Ger. sch	275	Dircks & Co	
Flying Scud	Sept. 13	Carter	Brit. sch	344	Dircks & Co	
Paul Marie	Sept. 18	Gaillard	Fren. bk	324	Herton, Ebell & Co	
Wm. Turner	Sept. 15	Vandervord	Brit. bk	432	Ed. Vincent & Co	
					AMOY.	
					IN PORT ON 5TH OCTOBER, 1877.	
Alerta	Sept. 18	Talbot	Brit. sch	210	Dodd & Co	Tamsui
Alina	Sept. 8	Guilbert	Brit. bk	330	Dodd & Co	
Angile	Aug. 11	Barbeyon	Fren. bk	383	Elles & Co	
A. Dorothea	Aug. 18	Schutt	Ger. bk	330	Pasedag & Co	
A. Reimers	Sept. 18	Thomsen	Ger. sch	146	Order	
Baltic	Sept. 17	Petersen	Ger. bk	317	Pasedag & Co	
Benefactor		Hayden	Amr. bk	594	Russell & Co	New York
Diana	Sept. 16	Jacobsen	Ger. bg	163	Tait & Co	Tamsui
Forget-me-not	Sept. 18	Dobson	Brit. bk	233	Boyd & Co	
Heichong	Sept. 17	Bushholdt	Brit. bk	325	Chinese	
J. & Willem	Aug. 11	Hontkooper	Dut. bk	432	Pasedag & Co	Swatow
Jurgen	Sept. 5	Wendt	Brit. bk	262	Pasedag & Co	
Khedive	Sept. 13	Cole	Brit. bk	400	Tait & Co	New York
Marina	Aug. 19	Jeam	Brit. bk	684	Elles & Co	
Syringa	Aug. 25	Partridge	Brit. sch	212	Boyd & Co	
Volos	Sept. 17	Lodberg	Brit. bk	322	Pasedag & Co	
W. Minstrel	Sept. 16	Sivewright	Brit. bk	301	Boyd & Co	
					FOOCHOW.	
					IN PORT ON 4TH OCTOBER, 1877.	
Airlie	Sept. 22	Ferguson	Brit. sch	236	Jardine, Matheson & Co	Fremantle
Alina	Sept. 20	Guilbert	Brit. bk	300	Chinese	Newchwang
E. C. Mutch	Sept. 16	Mutch	Brit. sch	182	Kaw Hong Take & Co	
Nadeshda	Sept. 22	Brodersen	Dan. sch	187	Kaw Hong Take & Co	
Spinaway	Sept. 6	Pringle	Brit. bk	325	Siemssen & Co	Freemantle

VESSEL.	DATE OF ARRIVIV	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
					SHANGHAI.	
					IN PORT ON 23RD SEPTEMBER, 1877.	
Abbey Cowper	Sept. 10	Carr	Brit. bk	763	J. W. Muller & Co	
Ada Wiswell	Aug. 30	Wiswell	Amr. sch	551	Order	
Alfred Hawley	Sept. 10	Findlay	Brit. bk	420	Master	
Belted Will	July 24	Braithwaite	Brit. bk	812	Vogel, Hagedorn & Co	
Black Adder	July 21	Allan	Brit. sh	917	Gibb, Livingston & Co	
Caller Ou	July 9	Ray	Brit. sh	674	Chalmers, M. & Co	
Capella	Sept. 19	Andersen	Swed. bk	279	Nils Moller	
Coriolanus	Aug. 6	Cawse	Brit. sh	1045	Reid, Evans & Co	
D. of Abercorn	Aug. 17	Binnie	Brit. sh	1049	Wm. Meyerink	
Ed. Barrow	Sept. 12	Flynn	Brit. bk	953	Melchers & Co	
Foochow	Aug. 18	Hochreuter	Siam. bg	300	T. W. Song	
G. T. Ray	Sept. 13	Fraser	Brit. bk	353	Siemssen & Co	
Hedvig	Sept. 17	Davey	Swed. bk	356	Nils Moller	
Helene	Sept. 6	Volguardsen	Ger. bk	372	Wm. Pustau & Co	
Hopeful	June 18	Doncaster	Brit. sch	210	Master	
Jean Peirre	Sept. 19	Laqasse	Fren. bk	607	Frazar & Co	
Jerfalcon	Aug. 8	Bentley	Brit. sch	286	Morris & Co	
Jerusalem	Sept. 12	Busch	Brit. bk	901	Adamson, Bell & Co	
Longfellow	Sept. 10	Scarbro	Brit. bk	812	Order	
Masion	Aug. 25	Homes	Amr. bk	366	Master	
Meridian	Aug. 24	Schmidt	Siam. bk	204	T. W. Song	
Ornate	Sept. 20	Parrott	Brit. bk	731	Russell & Co	
Pelham	Feb. 28	Acford	Brit. bg	254	Morris & Co	
Pym	Sept. 15	Stapleton	Brit. bk	558	Wm. Meyerink	
Santon	July 8	Rogers	Brit. bk	570	Wheelock & Co	
Saracen	Sept. 16	Leboeuf	Brit. sh	1361	Reid, Evans & Co	
Siam	Aug. 23	Olsen	Siam. bk	226	T. W. Song	
Sir Lancelot	Aug. 8	Hepburn	Brit. sh	886	Blain & Co	
Supreme	Aug. 21	Dewar	Brit. bk	730	Blain & Co	
Tartsing	Sept. 15	—	Brit. sh		Order	
Vesta	Sept. 15	Percy	Amr. bk	800	Morris & Co	
W. Pendleton	Sept. 8	Blanchery	Amr. bk	810	Drysdale, Ringer & Co	
					CHEFOO.	
					IN PORT ON 25TH AUGUST, 1877.	
Bessie Morris	Aug. 24	Prance	Brit. bk	486	Fergusson & Co	Amoy
Bertha	Aug. 25	Ringe	Ger. bk	442	Crasemann & Hagen	
Esperance	Aug. 11	Guillon	Fren. bk	272	Cornabé & Co	Russia
Fortuna	Aug. 2	Pettersen	Siam. bk	447	Chinese	
Hans	Aug. 24	Lemoult	Ger. bk	312	Crasemann & Hagen	Russia
					YOKOHAMA.	
					IN PORT ON 20TH SEPTEMBER, 1877.	
A. W. Weston	July 10	Winsor	Amr. sch	740	Japanese	
B'hard Carl	Sept. 14	Luders	Ger. bk	435	H. Granert	
Carl Ludwig	Aug. 26	Petersen	Ger. bg	239	C. Rohde & Co	
Charter Oak	July 2	Staples	Amr. sh	962	China & Jap. Trading Co	
Chingtoo	Sept. 14	Baikie	Brit. sch	304	Carroll & Co	
Christine	Aug. 26	Weldfang	Ger. bk	540	Walsh, Hall & Co	
Clifton	Sept. 14	Graham	Brit. bk	351	E. Moulron	
Cremona	Aug. 17	Gove	Amr. bk	608	China & Jap. Trading Co	
C. Colombo	Sept. 8	Canevaro	Ger. bk	281	Kingdon, Schwabe & Co	
Etta Loring	June 29	Loring	Amr. bk	717	Isaacs Bros.	
Fetisch	Sept. 2	Schmidt	Ger. bk	441	Grosser & Co	
Lothair	Sept. 14	Orchard	Brit. sh	794	Cornes & Co	
Maitland	June 19	Page	Brit. bk	712	Messageries Maritimes	
Messenger	July 29	Gilkey	Amr. sh	1027	China & Jap. Trading Co	
Otsego	July 19	Cook	Amr. sch	42	Captain	
Otto	Aug. 13	Adamson	Ger. bg	231	H. Granert	
Parmenio	Sept. 7	Abbett	Brit. bk	369	Order	
Undine	Aug. 25	Fawckner	Brit. bk	796	Walsh, Hall & Co	
					MANILA.	
					IN PORT ON 27TH SEPTEMBER, 1877.	
Agustina	Aug. 4		Span. sh	924	Aldecoa & Co	Cadiz
Belted Will	Sept. 16		Brit. bk	842	Order	
Berwickshire	Aug. 22		Brit. bk		L. Eugster & Co	
Chica	Sept. 7		Span. bk	1474	Order	
Era	July 26		Swed. bk	572	Macleod, Pickford & Co	
Estrella	Aug. 4		Span. bk	542	Tillson, Hermann & Co	
Letterewe	Sept. 14		Brit. bk	798	Order	
Miako	Sept. 4		Brit. bk	516	Order	
Rita	—		Span. bk	540	Order	
Remus	Sept. 7		Brit. bk	736	Order	
Roodse	May 9		Brit. bk	1036	Inchausti & Co	
Scindia	Sept. 13		Brit. bk	876	Order	
Southminster	July 31		Brit. sh	1248	Findlay, Rich'son & Co	
S. of the West	—		Amr. bk	1191	Order	
Zamora	Sept. 6		Brit. sh	1180	Order	
Swallow	Sept. 6		Amr. sh	1239	Order	
Tartar	Sept. 6		Ger. bg	256	Order	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Audacious	double-screw frigate	14	800	Captain P. H. Colomb	Nagasaki
Charybdis	steam corvette	17	400	Captain Hotham	Singapore
Curlew	double-screw gun-vessel	3	160	Com. E. J. Church	Hongkong
Egeria	screw sloop	4	120	Com. A. L. Douglas	Kobe
Fly	double-screw gun-vessel	4	120	Com. John Bruce	Chefoo
Frolic	double-screw gun-vessel	4	100	Com. A. E. Dupuis	Shanghai
Growler	double-screw gun-vessel	4	120	Com. Chas. Willcox	Singapore
Hart	double-screw gun-vessel	4	120	Com. R. Evans	En route to S'pore
Hornet	double-screw gun-vessel	4	120	Com. H. Hippisley	Amoy
Juno	steam corvette	8	400	Captain Poland	Shanghai
Kestrel	double-screw gun-vessel	4	100	Com. Theobald	Yokohama
Lapwing	double-screw gun-vessel	3	160	Com. Sir W. Wiseman	Tientsin
Lily	screw sloop	3	95	Com. Cochrane [Bart	Nagasaki
Magpie	double-screw gun-vessel	3	—	Com. W. M. Lang	Foochow
Meanee	military hospital	—	—	—	Hongkong
Midge	double-screw gun-vessel	4	120	Com. H. G. Salmond	Chinkiang
Modeste	steam corvette	14	350	Captain A. Buller	Yokohama
Moorhen	gunboat	4	60	Lieut-Com. Needham	Hongkong
Mosquito	gunboat	4	60	Lieut.-Com. Paul	Hongkong
Nassau	surveying vessel	4	150	Com. R. H. Napier	Surveying
Sheldrake	gunboat	4	60	Lieut.-Com. J. S. Haye	Hankow
Swinger	gunboat	2	60	Lieut.-Com. O. Tudor	Singapore
Sylvia	surveying vessel	3	150	Acting-Com. Hockin	Yokohama
Thistle	double-screw gun-vessel	4	120	Com. R. S. Hunt	Shanghai
V. Emanuel	receiving ship	14	—	Commodore Watson	Hongkong
Vigilant	paddle dispatch-boat	2	250	Lieut.-Com. H. Ryder	Nagasaki

FOREIGN MEN-OF-WAR IN HARBOUR.

NAME.	NATION.	GUNS.	H.P.	CAPTAIN.
Mayenne	Annamite gunboat	—	—	Lelievre

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS.	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	221	70	Godsil	Tong-king gulf
Chin-to	Viceroy's gunboat	7	221	70	Stewert	Swatow
Chen-jui	Revenue cruiser	3	80	20	Collins	Canton River
Tching-sing	Viceroy's gunboat	5	180	60	Bessard	Pak-hoi
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	6	180	60	d'Longueville	Hoihow
Tchun-tung	Revenue cruiser	2	150	40	Salt Commissioner	Canton River
Peng-chao-hai	Revenue cruiser	4	300	120	Fry	Chang-chow
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Bogue Forts
San-chi	Revenue cruiser	5	180	60	Wade	West Coast Ports
Sui-tsing	Viceroy's gunboat	4	180	60	Calder	Hai-ling-shan
Di-sho	Revenue cruiser	4	80	20	McLeish	Canton River
Tsing-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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